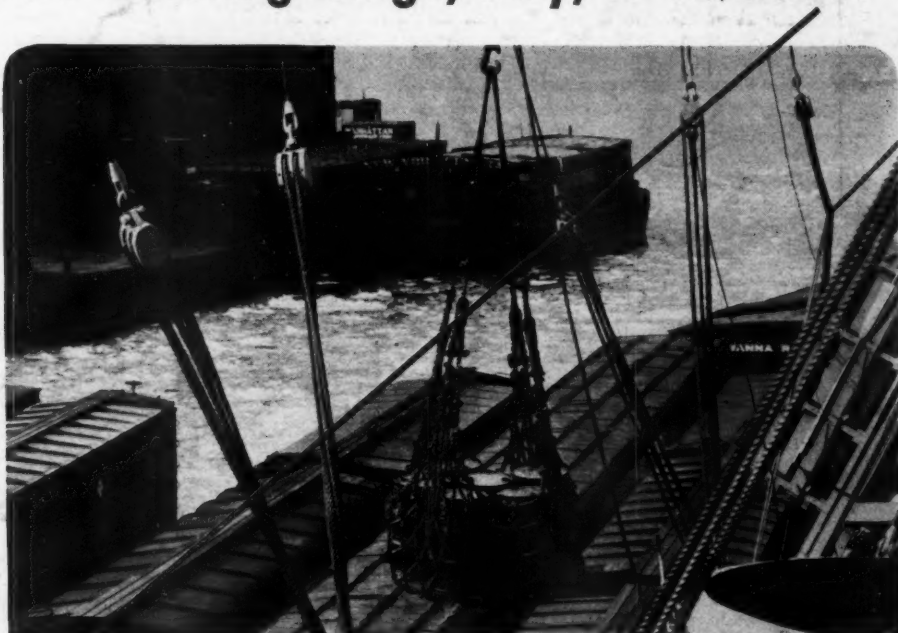


JUN 7 1948

ATLANTIC FISHERMAN

JUNE, 1948

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JUNE 1948

NO. 5

The Question of Transferring F & WS to Agriculture

In a statement before a recent meeting of the House Agriculture Committee, the National Canners Association urged deferment of action on the Hope Bill which would transfer the Fish and Wildlife Service to the proposed Agricultural Resources Administration, pending further study.

The Hope Bill, H. R. 6054, would set up a Fish and Wildlife Service as one of the three constituent agencies in the proposed Agricultural Resources Administration. It would transfer to the Administration all of the functions, powers, and duties of the Department of Interior now exercised through F&WS. Many of these functions are in no way connected with agricultural conservation, and there is no provision in the bill for these functions. The purpose of the bill is stated to be the conservation of agricultural land and water resources, but it contains no reference whatever to fishery resources.

The bill provides for a National Agricultural Land and Water Resources Advisory Board to advise with the Secretary of Agriculture in the administration of the Act. This Board contains no representative on fisheries nor any member even remotely connected with fisheries. Furthermore, the Administrator of the Agricultural Resources Administration, is to be chosen on the basis of his knowledge of the land resources of the nation. Such an administrator could not be expected to have any knowledge of the fishery resources of the nation, especially the salt water fisheries. Finally, there is a provision in the bill for payments to producers for soil conservation, but there is no provision whatever for any payments for the purpose of fish conservation. It is patent that all of the functions of F&WS would not fit into an agency designed primarily to conserve land and inland water resources. Apparently F&WS was included in the bill merely because some of its functions have to do with conservation.

One of the principal functions of F&WS is to increase the consumption of fish and fish products through education, through studies on marketing methods and through the distribution of fishery statistics. Another function of F&WS is to advise with the State Department on treaties concerning fishery resources. Neither of these primary functions have any relation to the other functions of the proposed Agricultural Resources Administration.

We believe that a thorough and comprehensive study of the functions of the Fish and Wildlife Service should be undertaken by some agency. Such a study should go into the question of whether the present functions of F&WS are sufficiently related to be included in one agency. The problem of whether wildlife functions should be consolidated with commercial fishery functions including such activities as market development for fish products, should be thoroughly explored.

Many persons interested in commercial fisheries believe that a large part of the difficulty with the present administrative organization is that commercial fishery functions have not been given a place of sufficient importance in the Department of Interior. It seems desirable, therefore, to the National Canners Association, to undertake a reappraisal of the place and importance of commercial fisheries in whatever department they may be placed.

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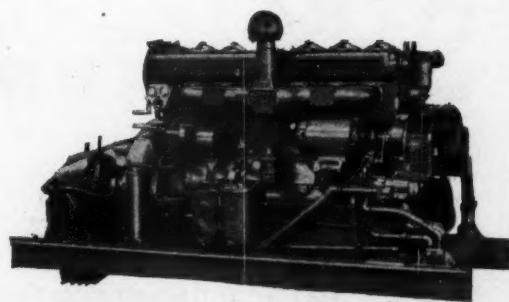
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Sounding-Lead

MARKET PROSPECTS—The civilian consumption of fresh and frozen fish is expected to be higher in 1948 than last year, according to the April-June issue of the *National Food Situation*, published by the U. S. Department of Agriculture. The demand for canned fish at prevailing prices is likely to remain strong as in the past few years. Commercial fishing and fish freezing operations probably will exceed the 1947 level. During the first quarter of 1948, despite many distributors' reports of price consciousness on the part of the consumers, the quantity of fresh and frozen fish marketed was larger than a year earlier. Retail and wholesale prices on the average have been relatively stable this year despite variations for some species of fresh and processed fish. The Bureau of Labor Statistics retail price index of fresh and frozen fish was 274.4 in March, about 2 points below the nine-year record reached in February, 1948.

With a favorable domestic market demand at current prices, imports of fresh and processed fish this year could exceed the 1947 level, because tariff rates are lower this year and demand for dollars is very strong.

Total fish exports for 1948 are expected to be at least as large as the 1947 total. Exports of canned fish, especially salmon and sardines, could increase under the European Recovery Program.

Military requirements for canned salmon, sardines and tuna this year are currently estimated at about 27 million lbs. as compared with almost 9 million lbs. in 1947.

NORTH ATLANTIC TREATY—During the week of June 14 informal, technical discussions on the proposed North Atlantic Treaty were held by representatives of Canada, Newfoundland and the United States at St. Johns, Nfld. The United States was represented by State Department and F&WS officials.

House approval of a \$25,000 appropriation for treaty conferences and general approval of the treaty draft by New England fishermen and boat owners contacted by the State Department, indicate the concern regarding North Atlantic fishery resources. Robert Tyson, State Department official in charge of preparation of the treaty, has intimated that negotiations with foreign nations can now be held.

Officials are apprehensive that the North Atlantic might attract European fishermen if a proposed treaty between 12 European nations is adopted. This treaty would restrict fishing in the North Sea. Therefore, it is deemed important to rush the North Atlantic treaty through to protect the New England industry.

F&WS APPROPRIATIONS—The House has passed on F&WS appropriations recommended by the House Appropriations Committee and the Bill now is in the hands of the Senate Appropriations Subcommittee. While slightly larger than those for the current fiscal year, the amounts approved by the House are about \$150,000 (excluding the Alaskan appropriations) below those for 1947. The House approved \$145,185 for studies in production and use of fish, as compared to a Presidential request for \$263,300 and a 1948 appropriation of \$145,185; \$83,415 for commercial fishery statistics, as compared to a Presidential request for \$114,700 and a 1948 budget of \$63,415; and \$16,400 for economic investigations, as compared to a Presidential estimate of \$22,000 and a 1948 sum of \$16,400.

The increase of \$20,000 for statistics will, if carried through, permit improved collection and dissemination of data in the Middle Atlantic States and in Washington and Oregon. However, it will not permit resumption of coverage of fisheries in the South Atlantic and Gulf States, nor adequate reports in the Great Lakes States. Reports on total production would be limited.

With Senate and Presidential approval, the Division of Fishery Biology will be allotted \$50,000 for studies of the red tide in Florida, \$20,000 for rehabilitation of the Woods Hole, Mass. biological laboratory and \$60,000 to operate the *Albatross III*.

Funds for the Fishery Market News Service will be \$143,000, as compared to \$125,000 for the current fiscal year, if the House

committee has its way. This increase will permit reopening of the Hampton, Virginia, news office and the stationing of additional part-time market news workers in the South Atlantic and Gulf States.

EXTENSION SERVICE—H. R. 6587, introduced by Congressman Bland of Virginia, would provide for an extension service in F&WS, similar to that now in existence for agriculture. While not termed an extension bill, its terms do provide for "demonstrations, instruction, exhibits, distribution of publications, including motion pictures, promotion programs" and other means of improving the "capture, handling, processing, utilization, marketing and distribution" of fish. The bill was introduced this year so that committee members would be familiar with it when it is reintroduced in 1949.

SEPARATE F&WS AGENCY—A bill to establish a Fish and Wildlife Commission as an independent government agency was filed on May 14 by Congressman Thor C. Tollefson, of the House Merchant Marine and Fisheries Committee. The Bill carries out the principles of the National Fisheries Institute's convention resolution.

GULF FISHERY RESEARCH—A bill that was recently introduced by Congressman Dömengeaux of Louisiana would authorize F&WS to conduct oceanographic, biological, technological, and fishery explorations with respect to the fishery resources of the Gulf of Mexico, and would transfer to F&WS two surplus vessels and an appropriation of \$500,000 to carry out provisions of the bill.

FISHERY APPOINTMENTS—The Department of State announced on June 8 the appointment of Dr. Wilbert M. Chapman as Special Assistant to the Under Secretary. Dr. Chapman will handle coordination of international fisheries matters for the Department. Since last Fall he has served as Director of the School of Fisheries of the University of Washington.

Under a reorganization plan, Elmer Higgins is to be made an assistant to Albert M. Day, director of F&WS, to serve as a liaison officer between the Service and the Atomic Energy Commission. He will devote his full time to work involving fish and wildlife studies of interest to the Commission. Dr. L. A. Walford, who has been handling marine fisheries problems, is scheduled to head the Branch of Fishery Biology vacated by Mr. Higgins.

GREENLAND FISHERIES—A large ocean fishing company has been formed in Norway to equip expeditions for fishing near west Greenland. The company sent its first expedition in May, and hopes to fish until October or November. It is expected that about 25 fishing craft will participate. The company will supply a tanker with oil, a freezer vessel with bait, and a freighter with salt. The catch of cod and halibut will be delivered to a mother ship which will return to Norway with the production in August.

Although our Coast Guard and Navy reported when soundings were made there some time back that fish were numerous off the Greenland Coast, no Americans availed themselves of the information.

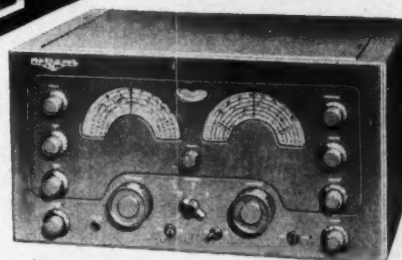
TRAWLERS FOR GERMANY—A memo is being prepared in the Fish and Wildlife Service to be turned over to the Army which in brief is a recommendation to call the matter off insofar as the purchase of 20 North Atlantic trawlers to be used to augment the German fishing fleet is concerned.

A reconsideration in the Department of Interior discloses that the U. S. does not have trawlers large enough to fish the White Sea and other Northern waters. Even the largest trawlers in the U. S. do not compare in size with the ones that the Army

(Continued on page 53)

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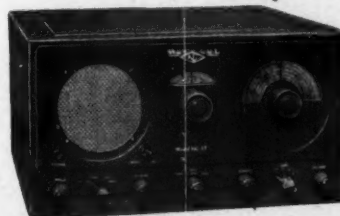
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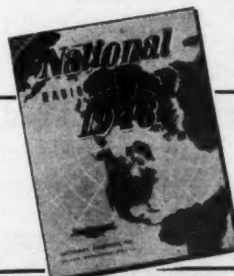


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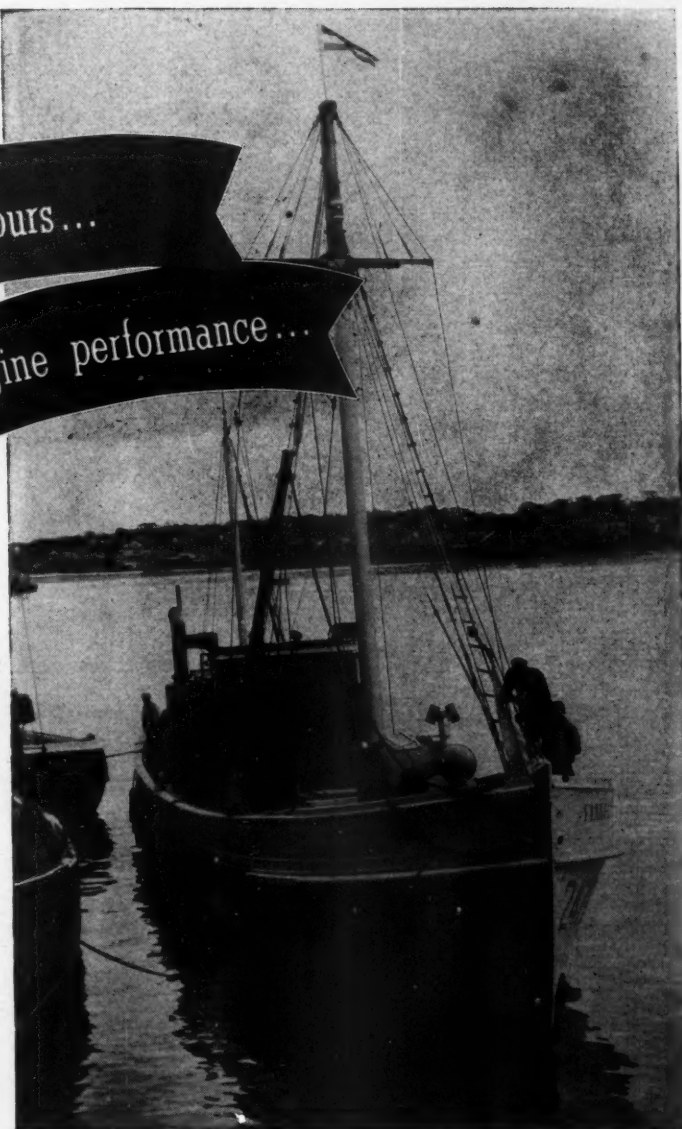
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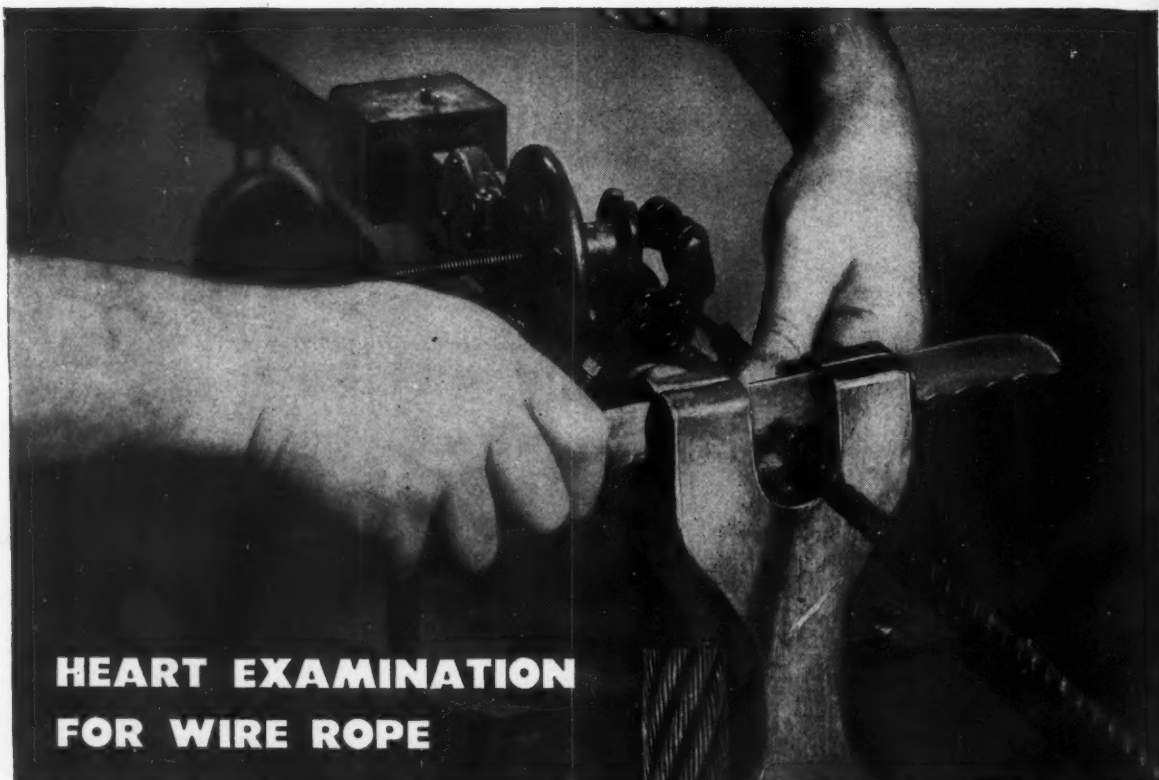
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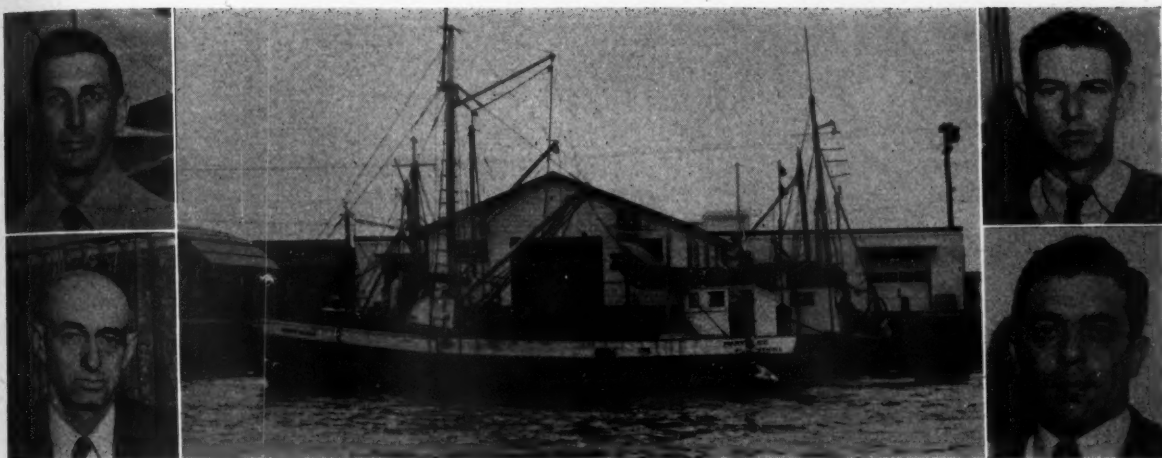
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Headquarters of the new Point Judith, R. I., Fishermen's Cooperative. Top left, Capt. George L. Thompson, president; lower left, Capt. Carl E. Westcott, vice president; right, John

J. Champlin, top, and Capt. Henry B. Mello, Jr., directors. At the dock is the "Mary Alice", Capt. Fred Gamache, now being repowered with a 130 hp. NHM602 Cummins Diesel.

Point Judith Cooperative In Operation

THE new Point Judith Fishermen's Cooperative Association, Inc., which opened for business in April at Point Judith,

Rhode Island, has enjoyed a most favorable reception and is operating at full capacity. Manager of the new organization is George B. Gross of Wickford, who also serves as secretary-treasurer. Capt. George L. Thompson of Yorktown Manor is president, Capt. Carl C. Westcott of Point Judith is vice president and there are five directors, including the officers and John J. Champlin and Capt. Henry B. Mello, Jr.

Evidence that the Cooperative is receiving strong support from the fleet is seen in the fact that most of the boats at Point Judith have been signed by the Association. The present fleet operating out of the port numbers some 45 inshore draggers ranging from 32' to 83' overall and employs over 100 persons. The total monthly catch of the fleet averages from 700,000 to 800,000 lbs.

On a 70' x 30' dock which has facilities for unloading five boats at one time, a building has been constructed containing a crushed ice conveyor with three unloading doors, gasoline and Diesel oil dispensing equipment and well arranged facilities for receiving, culling, weighing and packing fish. In another building, adjoining the dock building, are housed an ice storage plant, offices, a twine and marine supply store, and truck loading facilities.

Fish are bought from members' boats at a fair market price established daily by the manager with reference to obtaining prices at other applicable markets. Fish in turn is sold to retailers and other proper outlets in a manner similar to that employed by any other wholesale fish dealer.

Set up by Point Judith fishermen as an operating organization for the mutual benefit of fishermen and the industry as a whole, the Cooperative was incorporated in October, 1947 under the laws of the State of Rhode Island and the Fishery Cooperative Marketing Act of 1934.

The majority of the boats are owner-operated, and their owners and crews were desirous of pooling their interests to provide a stable outlet for their catches in their own vicinity. A sound and fair marketing agreement with all the members of the Association has been determined with a view to efficient handling, shipping, and marketing of the total catch of the fleet.

In the past the fleet generally has sold either to two wholesale fish dealers located at Point Judith or, and especially in the case of the larger boats which comprise better than 1/3 of the total fleet, taken their catch to the New Bedford or Newport markets. The other alternative has been to pack and ship directly to the New York market.

In October of 1947 it finally became evident to Point Judith fishermen that handling their catches in these ways was not always satisfactory from an economic standpoint. As a result

the fishermen organized and investigated the possibilities of forming a cooperative marketing association. After investigation and consultation with wholesale fish dealers in New York, New Bedford, and Boston, as well as officials in Washington, it was decided to form the present Cooperative.

The 64th fishermen's cooperative in the country, the Rhode Island group is set up along the lines of others. Voting memberships are restricted to holders of common stock to which only bonafide fishermen are eligible for ownership; thus the voting power rests entirely with the fishermen concerned. Profits of the organization are distributed among the members in proportion to the business done by each after a reserve fund has been withheld and dividends paid on the stock.

The Association has no intention of hurting the local fish peddler who has always bought directly from the boats for his house to house customer consumption. A clause in the membership agreement specifies that the fisherman agrees to sell all his total catch to the Association excepting that which is reserved for his family and 100 lbs. per day which may be sold directly to local peddlers.

Non-member boats may do business with the Cooperative so long as such business does not exceed that of the member business. Membership is not confined to Point Judith boats alone, and it is expected that boats from ports such as Block Island, Jamestown, Newport and Stonington may take advantage of the facilities offered by the Point Judith organization.



George Gross, manager and secretary-treasurer of the Point Judith Cooperative and trap fisherman, Capt. William Webster.

Oyster Convention Features Mechanized Cultivation And Technological Achievements

THE cultivation and merchandising of oysters were given intensive study at the Annual Oyster Convention held in Asbury Park, N. J., June 2-4. In addition to economic problems, the members focused their attention on scientific and technological developments in oyster production.

From Holland, as a special guest, came Dr. P. Korringa, renowned biologist from the State Institute of Fishery Research, Bergen op Zoom, who vividly portrayed the subject of oyster farming in Holland and Europe by means of word description and colored slides.

A large delegation of oyster growers, packers, distributors and government shellfishery officials attended the Convention, which was a joint conference of the Oyster Growers and Dealers Association of North America, National Shellfisheries Association and Oyster Institute of North America.

At the opening session Congressman Thor C. Tollefson of the House Merchant Marine and Fisheries Committee urged an organized fisheries program on a par with agriculture. He gave a résumé of fisheries legislation passed by the 80th Congress, and expressed the opinion that much more can be accomplished in the way of Federal legislation through a united front.

Radcliffe Cites Oyster Publicity

Dr. Lewis Radcliffe, Director of the Oyster Institute, reviewed the activities of the Institute in its contacts with Government agencies and its work in following bills that affect the industry.

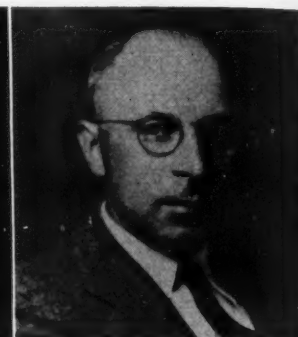
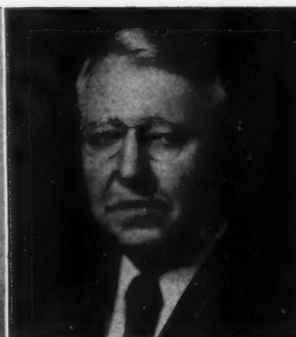
"On May 5, 1948 the State Department," he said, "announced the terms of the agreement with reference to shellfish certification between the U. S. Public Health Service and the Canadian Department of National Health and Welfare, thus removing one of the obstacles to promoting the movement of shellfish between the two countries. It is to be hoped that means can now be developed whereby Canada can be induced to lift her present embargo on fresh oysters because of her dollar shortage.

"In March officials of the Health Service met with its Shellfish Advisory Committee to pass on a proposed agenda relative to problems confronting the Service in shellfish sanitation. Present plans call for establishing laboratory facilities for such studies in Woods Hole, Mass."

In commenting on the work of the Oyster Institute in publicizing oysters, Dr. Radcliffe said: "During the past year we have filled 1,150 requests for literature. Through the listing of bulletins on *The Story of Oysters*, 15 Ways to Serve Fresh Oysters, and *Fresh Oysters—Contributors to Good Nutrition in Practical Home Economics Magazine*, we received 1,040 requests from home economics teachers and home demonstration agents. During the year we have distributed 112,000 of these three bulletins, and since we initiated the service in 1936, 1,235,000 copies have been given out.

"One of the best oyster cook books ever published," he declared, "is the Fish & Wildlife Service Test Kitchen Series No. 3—How to Cook Oysters, released shortly after the beginning of the past oyster season. To date the Fish and Wildlife Service has distributed about 9300 copies; members, 11,600 copies; and the Institute, over 1400 copies, making a total of 22,300."

Speaking of competition from other oyster producing areas, Dr. Radcliffe stated: "That we can expect sharper competition from other oyster producing areas seems evident from the progress being made in growing Japanese oysters on our own Pacific Coast and in British Columbia. Apparently competition will be greatest in the pack of canned Japanese oysters with



Left to right: James S. Darling, reelected president of the Oyster Growers and Dealers Association; Dr. Lewis Radcliffe, director, Oyster Institute of North America; Dr. Victor L. Loosanoff, reelected president of the National Shellfisheries Association.

Eastern oysters packed on the Gulf coast. Along the Canadian Atlantic Coast, efforts are being made to increase production. The trade is almost wholly in shell stock and offers little competition with our crop. In fact, when normal channels of trade are open, our export of shucked oysters should increase."

Views on Merchandising

In discussing improvements in merchandising practices from the standpoint of a wholesale distributor, R. P. Fletcher, Jr., Booth Fisheries Corp., expressed the need for the industry to take greater advantage of the distributor's facilities in selling to restaurants and markets. He also stressed the importance of supplying top quality oysters.

Speaking of the desirability of advertising, Mr. Fletcher said: "Outside of very modest sums spent by local wholesalers there is no advertising of oysters in the inland markets. You have a good palatable product. Why not let the public know about it?"

"Just think of the demand that could be created for oysters if the public were apprised of the vitamin and mineral content of oysters, as well as the nourishment and taste appeal of an oyster stew. It is a wonder that we sell as many oysters as we do when we consider that our product is kept out of sight in the retail store and that it has to compete with many other food products, all of which are widely advertised."

Referring to oyster prices, Mr. Fletcher stated, "I don't think it an over-statement to say that price increases in oysters have exceeded the price increases in competing foods. Oysters are now definitely in the luxury class and luxuries can be sold only in limited quantities and only during times of high income. I recognize that your production and packing costs have experienced sharp increases in recent years but, on the other hand, if oysters are to become more popular prices must be in line with competing foods."

The views of a food chain distributor on improving merchandising practices were explained by Fred Goodyear, Penn Fruit Co., Philadelphia. The Manual of Approved Practices in Packing and Distributing Oysters was explained by J. M. Lemon, Chief of the Technological Section, Fish & Wildlife Service.

J. Paul Bishop told about the Bishop returnable fresh and frozen food shipping container.

Charles B. Bowling, Chief, Transportation Rates and Services Division, Department of Agriculture, reported on the need for a study of transportation costs on fishery products. He reviewed the present status of the Monark egg case in which the fisheries exemption under the Motor Carriers Act has been restricted to fisheries products as taken from the water which means that fish which has been eviscerated or beheaded and oysters and shellfish removed from shells are not included in the exemption.

Interesting figures on the development of the oyster industry were given by Dr. Harden F. Taylor, executive director, Survey

of Marine Fisheries of North Carolina, whose subject was 50 years of oyster economics.

A new type continuous oyster opening machine that cuts through 1500 oysters an hour was demonstrated by Dr. H. F. Prytherch, Fish & Wildlife Service, Beaufort, N. C., who said that the machine could reduce by one half the operating costs of an oyster producer.

Scientific papers devoted to problems and observations on the spawning and setting of oysters were presented by A. F. Chestnut, New Jersey Oyster Research Laboratory, Dr. Jay D. Andrews, Virginia Fisheries Laboratory, Dr. H. C. Davis, Fish & Wildlife Service, Milford, Conn., and Dr. Philip A. Butler, Fish and Wildlife Service, Annapolis, Md.

Brown Harvester Described by Hopkins

In discussing mechanical oyster harvesting, A. E. Hopkins, Director, Biloxi Laboratory, stated, "There is very much to be said in favor of the hydraulic type oyster harvester. My impression is that equipment of this kind reaches its full degree of efficiency on firm solid clay bottom, but I am afraid that it would not be very adequate when used on bottoms such as we have on the South Atlantic and Gulf Coasts. Most of the beds in this area consist only of a relatively thin crust of shell on top of an extremely soft mud bottom. Even the ordinary oyster dredge is likely to do permanent damage to the superficial crust. For this reason several States on the Gulf Coast have found it necessary to regulate dredging operations.

"The oyster harvesting machine invented by A. M. Brown of Bayou La Batre, Ala. puts into reverse the ordinary dredge idea by having the harvesting equipment at the front end of the boat or barge on which it is carried. The entire harvesting mechanism is pivoted on the front end of a self-propelled barge and counter-balanced with water tanks which may be drained or filled to maintain the correct balance. It consists of a rather simple metal framework, and a metal conveyor belt which is provided with cross-bars bearing a series of curved tines. This conveyor belt takes the oysters from the bottom, and at the same time conveys them continuously up to the decks.

Very important are the crawler wheels, as Mr. Brown calls



The 75' oyster dredge boat "Twin Harbors", a former Chesapeake Bay Bug Eye, is owned by Frank M. Flower & Sons, Bayville, Long Island. She is equipped with a 115 hp. D13000 Caterpillar Diesel and Flower self-dumping dredges and fast-loading conveyors and has a capacity of 2500 bushels of oysters.

them, which are wide-flanged toothed wheels, one on each side of the actual dredging end of the harvester. Those wheels move in the direction in which the barge is moving so as actually to drag the barge along, while the dredging tines move in the opposite direction. In fairly solid bottom it is actually not necessary to have the engine at the stern providing propulsion unless there is a wind.

The tines on the cross-bars of the conveyor belt have rather a large curvature so that they can scrape the oysters from the surface of the bottom without digging more deeply than necessary. The present harvester naturally can be changed to suit particular needs, but as it is each row of tines can carry a minimum of one-half bushel of oysters to the deck, and those rows of tines reach the deck at the rate of 16 or more times per minute. On a well populated ground one may expect to bring aboard the barge at least seven or eight bushels of oysters per minute. In fact, this was one of the difficulties encountered in perfecting this mechanism for it is not easy to dispose of this quantity of oysters by culling, etc., and loading onto boats which will carry them to market.

For this reason it has been necessary to install conveyor belts, one of them which takes the oysters as they are brought on deck, and then loads them onto a cross adjustable conveyor belt which carries them to a boat alongside for culling and transportation. An additional feature of the Brown Harvester is the fact that the conveyor is provided with a series of jets of water under high pressure so that the oysters reach the deck completely free of mud and debris.

In order to avoid damage to the tines or to the entire mechanism, the cross-bars which bear the tines are individually sprung so that if an obstruction is encountered the tines spring back and slide over without stopping the harvesting. This means that it can continue working day after day without having to go up on the ways for repairs frequently.

This piece of equipment actually should be called a shellfish harvester, because it is at least as well adapted to digging clams as to taking up oysters. The crawler wheels are adjustable from the deck by turning a wheel so that the depth of penetration into the sand bottom by the tines can be adapted momentarily to the particular type of bottom and to the distance under the surface that the clams are living. The Brown Harvester is able to take out these clams at a rapid rate and constitutes a real improvement over the old method of digging by hand.

Especially in southern waters one encounters large areas of so-called coon oysters in shallow bayous and bays and near the shore even of larger bodies of water. This harvester has the advantage of being carried on a flat bottomed barge which draws so little water that harvesting can be carried on in water one foot deep. Even tongers in skiffs have difficulty taking up those



The Brown oyster harvester in operation. Water jets clean the bivalves on the conveyor. Closeup below shows crawler wheels and spring mechanism controlling tines.

(Continued on page 31)

New Fishery Law Suits Reviewed

By Leo T. Parker, Attorney at Law

MANY laws confuse readers, particularly those relating to Social Security, Workmen's Compensation Laws, the State Unemployment Compensation Laws, the Fair Labor Standards Act and the Soldiers' and Sailors' Civil Relief Act.

It is important to know that all employers must pay taxes or premiums on all employees, under the State Unemployment Laws, unless the testimony proves three things: (1) That the employee is free from the employer's control or direction over the performance of his contract of service; (2) That his work was performed outside the employer's place of business; and (3) That he was "customarily engaged in an independently established trade or business".

According to a recent higher court all employers are liable for payment of State's unemployment taxes on employees they control. Hence the test of employment within the Unemployment Compensation Act, so as to require contribution from an employer to the unemployment compensation fund is not whether the employees work on a share basis.

For example, see *Skrivanich v. Commissioner of Unemployment Compensation*, 186 Pac. (2d) 364.

The Commissioner of Unemployment Compensation filed suit to collect from the owners of several boats, on which the crew was paid shares, the unemployment compensation contributions required to be paid by employers by the State of Washington law.

The owners of the boats argued that they were not liable because the employees worked on a share basis. However, the higher court held that the boat owners must pay the unemployment compensation tax, saying:

"'Wages' 'remuneration' means all compensation paid for personal services, including commissions and bonuses and the cash value of all compensation paid in any medium."

Ignorance is No Excuse

The higher courts agree that ignorance of a law is no excuse for violating it. Hence, according to a late higher court case, a person who takes fish, shellfish, and the like, from locations forbidden by law cannot avoid prosecution on the excuse that he did not know he was violating a law.

For example, in *John, 159 N. E. (2d) 599*, a State law was litigated which authorizes the department of public health to examine tidal waters and determine areas that are contaminated. The law also authorizes the department to post signs in these contaminated areas warning fishermen that they cannot lawfully catch, sell or transport shellfish taken from this area. The law prescribes a severe penalty to any one who takes, transports, or sells any shellfish for any purpose from any such areas. The term shellfish includes oysters, clams, quahogs and scallops.

The lower court convicted a fisherman named John of violating this law since it was proved that he transported clams from an area which the department of health had found to be contaminated.

The higher court upheld the conviction although proof was given that the signs posted in the area had been removed by an unknown person.

Minds Must Meet to Bind Contract

All courts agree that no agreement can be a valid and enforceable contract unless both contracting parties mutually agree as to their assumed obligations. Thus the minds of the parties must meet, or no enforceable contract exists.

For illustration, in *Hitchcock v. Soares*, 182 Pac. (2d) 313, the testimony showed facts, as follows: One Hitchcock was a marine engineer on a tuna fishing boat. Hitchcock acted as engineer during five fishing trips covering a period of some eight or nine months. During this period he received his usual compensation, including his part of the crew's share in the proceeds of the fish caught. After the fifth trip the boat owner discharged Hitchcock, who immediately sued the boat owner for several thousand dollars claiming that before he started on the five

fishing trips the boat owner promised him one-tenth interest in the boat.

Hitchcock contended that the boat owner had made this verbal promise to induce him to act as engineer on the trips. He proved that in March, the boat owner prepared and signed a contract giving him one-tenth interest in the boat. He refused to sign this contract because it contained a clause which restricted his duties. Nevertheless, Hitchcock went on the five fishing trips believing that he would receive one-tenth profits owned by the boat, in addition to his regular compensation.

The higher court refused to allow Hitchcock any additional payment and, also, refused to hold that he had any interest in the boat. This court said:

"While these parties were attempting to make some such contract their minds did not meet on its terms and the appellant (Hitchcock), in making the five trips on the boat, acted under circumstances which did not justify him in believing he would be entitled to anything more than his regular compensation, as a member of the crew, which he received."

Therefore, this decision makes it plain that when two parties merely approach a mutual understanding, there is no enforceable contract.

Protective Clause in Leases

According to a recent higher court if the ordinary but exclusive license to use premises for shell fishing has expired, the holder of the expired license cannot expect his propagation and cultivation during the existence of the license to give him any legal rights superior to any other individual. See *Howes*, 285 Massachusetts 361.

In view of this decision it is advisable where possible, that all corporations and persons who lease oyster land insist on having a clause in the lease which gives the privilege of entering the grounds after expiration of the lease to reclaim financial investments. Or better still the lease may contain a clause that awards the lessee certain payments from his successor, as a percentage of the ultimate profits derived and directly resulting from the original lessee's efforts in propagation and cultivation of the oysters.

Zoning Ordinance Valid

According to a recent higher court operation of a fish canning and reduction plant can be prevented only if a valid zoning ordinance prohibits its operation.

For example, in *Johnston v. Board of Sup'rs of Marin County*, 187 Pac. (2d) 686, the Benicia Food Products Company applied for a permit to construct and operate a fish cannery and reduction plant in an unincorporated part of a county.

Certain citizens filed suit to prevent the county officials from granting a permit. They contended that the operation of the proposed plant would be offensive and would interfere with the peaceful use of their property.

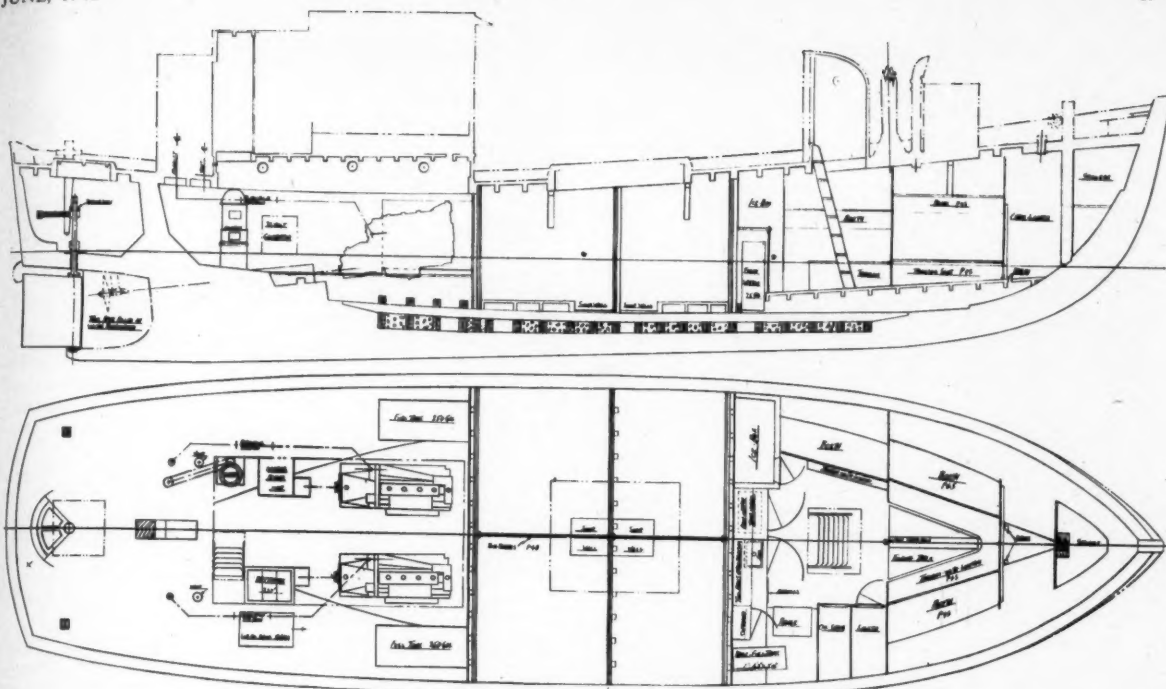
The higher court held that the permit was illegal not because the plant could not be operated lawfully and without annoyance to nearby property owners, but because a zoning ordinance enacted many years previously prohibited similar plants in this location.

Payment of Bill to Authorized Person is Legal

Recently a higher court held that a purchaser of merchandise can pay either the seller or any person the seller authorizes him to pay. Payment to either such party is legal payment.

For illustration, in *Macbeth v. West Coast Packing Corp.*, 187 Pac. (2d) 815, the testimony showed facts, as follows: A dealer sold certain fishing nets with accessories to the West Coast Packing Corporation for the sum of \$4,500. At the time the nets were delivered the purchaser paid the dealer \$500 down. The testimony showed that the dealer had assigned a portion of the \$4,000 to a creditor and that the buyer had paid the creditor. Later the seller sued the purchaser to collect \$4,000 due.

The higher court held that the purchaser owed only the difference between the \$4,000 and the amount he had paid the seller's creditor. In other words, this court held that payment by a purchaser made on a written order of the seller by which the purchaser pays all, or part of the contract price, to a named person is equivalent to payment to the seller.



Inboard profile and below deck arrangement plans of the new 65' sardine carrier "Neptune's Bride" designed by Bertram Snow.

"Neptune's Bride" Joins Sardine Fleet

THE new trim 65' sardine carrier *Neptune's Bride*, built by Bristol Yacht Building Co., South Bristol, Me., joined the Rockland fleet last month. She is owned by Green Island Packing Co., whose officials include Elmer Witham, Edwin Witham, and Clayton Witham, and is skippered by Capt. Donald Smith.

Laid out to insure maximum comfort for the crew and to provide all desirable operating conveniences, the *Neptune's Bride* was designed by naval architect Bertram Snow of Rockland. Her lines have a long clean run to prevent settling at the stern under speed. Flaring sides allow for easier loading and eliminate the possibility of the seine breaking open when hauling in. The boat has good sheer and a transom stern. Her beam is 17'6" and she draws 6½' of water.

The vessel's 50-ton displacement is indicative of her heavy construction, which is comparable to that of a dragger. She has 5" x 6" sawn oak frames and 2" hard pine planking. The deckhouse is sheathed with ½" plywood on the outside and with ¼" thickness inside.

The carrier has an unusually large pilothouse which is amply supplied with windows, and contains a chart table with four drawers. The house is fitted with engine controls, Edson steering gear and 75 watt RCA radiotelephone. The adjoining captain's stateroom is well planned, and can be entered from the engine-room companionway, aft of which is located the toilet. The stateroom has a wardrobe locker and bureau.

Amidships there are two fish tanks, having a total capacity of 800 bushels of herring. The tanks have individual sump wells, watertight bulkheads and fore and aft bin boards.

Power is supplied by two 165 hp. Gray Diesels with 1.5:1 reduction gears, each driving a 28 x 20 Columbian propeller, and giving the carrier a speed of 12 knots. Fuel capacity is 500 gallons in two port and starboard tanks, and the boat is fueled and lubricated with Socony-Vacuum products. The engine room is arranged to give good accessibility to machinery, and has three 6" portholes on either side of the trunk.

The commodious fore's'le, with skylight hatch, contains three bunks and plenty of locker space for clothing, oil skins and galley supplies. A 75-gallon fresh water tank is placed under the

dresser, and there is a No. 10120 Shipmate oil-burning range. The chain for handling the 125 lb. Danforth anchor is stowed in a locker in the forepeak and there is an anchor windlass on deck. A 6 hp. Hyland Machine Co. hoist with clutch and plywood housing is located forward of the doghouse.

The vessel is rigged with Columbian rope and equipped with 32-volt Edison batteries and General Detroit fire extinguishers. Hot water radiation from a Werner oil-fired boiler supplies heat for the stateroom, pilothouse and engine room.

The Green Island Packing Co., which also owns the 65' *Bucaneer*, packs sardines in an up-to-date plant on the Rockland waterfront, employing 160 workers. Packing operations started the first of June with a good supply of fish.

In addition to its sardine business, the firm has the alewife fishing rights at Damariscotta Mills and Warren, where the season opened on May 14. The alewives are pickled and barreled at these points for shipment to Chicago and Los Angeles.



The new 65' sardine carrier "Neptune's Bride" tied up at the plant of her owner, Green Island Packing Co., Rockland, Maine. Her skipper is Capt. Donald Smith.

Great Lakes Fishermen Make Sizable Trout Catches

The commercial fishing fleets in the Green Bay region have made many sizable hauls of perch and lake trout recently. The best trout takes in the region were made by the Escanaba, Mich. gill netters. Except for a few days of heavy winds during May, commercial fish production in the area has been steady, with fish prices holding at profitable levels. Most of the larger operators now are concentrating on trout netting operations, as whitefish catches have tapered off considerably.

St. Ignace, Mich. fishermen, whose netting operations cover a wide expanse of the Mackinac Straits area, were getting some good hauls of whitefish and fairly good trout takes early in May. Island reefs in the region have proved the best gill netting grounds. The price of trout and whitefish has been steady at 45 to 48c.

Lake Trout Fry Plantings

The Michigan Conservation Department, with the assistance of commercial fishermen, recently planted 50,000 lake trout fry in shoal water north of Tahquamenon Island in lower Whitefish Bay, Lake Superior. The fish were reared at the Cherry Creek hatchery near Marquette, Mich. Planting was supervised by Russell Robertson, who has charge of the hatchery.

Other recent plantings of lake trout fry include 180,000 from Marquette; 50,000 from Ontonagon; 50,000 in Keweenaw Bay; and 50,000 out of Munising. The spawn that produced the fry was secured by Marquette commercial fishermen last Fall after the season opened.

Search and Seizure Bill Passed

The search and seizure bill, which twice died in the legislative processes, recently was passed by Michigan lawmakers in the last part of a special session of the Legislature at Lansing. Among other things, the measure gives the State the right to inspect and examine without warrant any fishing apparatus or appliances in a person's possession or under his control, or any boat, conveyance, vehicle, automobile, fishing camp, fish box, fish house, net house, fish basket, or any other receptacle, car or conveyance in which fish may be kept, carried or transported (private dwelling houses, cold storage lockers and cold storage plants excluded).

"Intruder" Joins Pentwater Fleet

The *Intruder*, a 37' gasoline-powered fish tug owned and skippered by James Stewart, has joined the Pentwater, Mich. commercial fishing fleet. The tug, recently purchased from Holmstrom Brothers of Ludington, Mich., was completely overhauled and equipped for her new owner. Mr. Stewart formerly was engaged in the fishing business out of Marquette with Cecil Stover and the tug *Peggy Marie*.

Funds Approved for Rivers, Harbors Projects

The Appropriations Committee of the U. S. Senate recently approved an appropriation of \$3,530,000 for navigation and



The 55' Diesel-powered tug "Grover Bros. II" owned by Floyd Grover, Montague, Mich.



The 46' tug "Al Shellswick" owned by Al Shellswick of Washington Island, Wisc. She is skippered by Capt. Julian Ellefson and equipped with a 60-70 hp. Diesel swinging a 32" pitch x 40" diameter propeller.

flood control projects in Michigan rivers and lake ports. The navigation projects include the following: St. Mary's River, \$2,500,000; Keweenaw waterway (Lake Superior), \$75,000; Manistee Harbor (Lake Michigan), \$225,000; Grand Haven Harbor and Grand River (Lake Michigan), \$225,000; and Grand Traverse Bay Harbor (Lake Michigan), \$190,500.

New Fish Plant Attracting Tugs to Cedar River

The recently established Gearhart fish plant at Cedar River, Mich., owned by Clifford Gearhart, appears to be making the port a center for commercial fishermen. An increased number of fish tugs, including vessels from Marinette, Sturgeon Bay and Manistique, are using the harbor as a base for fishing in the vicinity of Whaleback Shoal.

Biologist Assigned to Thompson Hatchery

Clarence Taube, a graduate of Michigan State College, has been assigned as biologist to the Thompson fish hatchery near Manistique, Mich., and will work in all eastern Upper Peninsula counties. Mr. Taube will undertake two main projects this year, one of which will be an investigation of the sea lamprey problem, including the task of obtaining an estimate of the size of the major spawning runs so that control measures may be undertaken against this fish parasite. The second project will involve a further search for waters suited to the trout and a study of growth and conditions in some lakes recently stocked with the fish.

Several Port Washington Tugs Move

Several Port Washington, Wis. fishing tugs have left that port recently for other waters as the result of a scarcity of trout and whitefish in the area. Fishermen blame overfishing and the sea lamprey for the scarcity.

The most recent exodus was made by the Klein Fish Company's tug *Busch*, skippered by Capt. Joe Klein. The tug left May 3 for Hancock, Mich. to fish Lake Superior this Summer for trout and whitefish.

Only one of the tugs still fishing out of Port Washington is using trout nets, while the others are fishing for chubs. Chub catches are reported to be averaging about 200 lbs. per gang and trout about 150 lbs., according to one boat captain.

To Use Airplane in Fishing Operations

The Wisconsin Conservation Department recently received a license application from a commercial fisherman who will use an airplane instead of a boat. The application came from Fred C. Harries, Bayfield, who is being licensed to use 10,000' of set hooks and 2,000' of bait net.

Schaffner Now Atlantic Fish & Oyster Official

Arthur Schaffner has announced his affiliation with the Atlantic Fish & Oyster Co., Inc., Chicago, as vice-president and general manager. Formerly vice-president of Morris Fisheries, Inc., Mr. Schaffner has had 20 years of experience in the Chicago market area, and is widely known in the trade.

New Bedford Gets Season's First Big Mackerel Catch

New Bedford received its first big mackerel catch of the season on May 25, when a fleet of 9 Gloucester seiners hauled for 246,000 lbs. Trips ranged from 20,000 to 42,000 lbs. and brought 10c a pound. The year's mackerel fishing activity got underway about the same time as it did last year.

The scallop catch for May totalled 102,335 gallons, brought in by 68 boats in 120 trips, compared with 93,485 gallons during April. Four vessels, *Christina J.*, *Linus S. Eldridge*, *William D. Eldridge*, and *Mary R. Mullins*, brought in 3,000 gallons each. However, the May scallop production was 32,000 gallons below that in May 1947.

The *Leah F.* brought in a good catch on May 17 when she unloaded 62,000 lbs. of yellowtails, which were caught on Middle Bank, off Nova Scotia Banks.

"Etta K." Catches Fire Off Monomoy Point

Capt. Elmer MacDonald, owner and skipper of the 56' New Bedford dragger *Etta K.*, estimated damage at \$10,000 after a fuel tank explosion set his vessel afire off Monomoy Point, Cape Cod, May 31. The crew battled flames which threatened three other tanks while they hastened to Handkerchief Lightship for aid. The vessel was towed in by the Coast Guard cutter *Legare* June 1, with a 22,000 pound cargo of fish which was unharmed.

"St. Ann", "Fairhaven" Change Hands

The 78' New Bedford dragger *St. Ann* has been sold to Thomas Larson of New Bedford. The fishing vessel *Fairhaven* has been bought by Hervey E. Tichon, president of Tichon Fish and Fillet Corp., New Bedford.

Reconversions, Repairs and Salvage Operations

Three vessels recently returned from Government service soon will rejoin the New Bedford fishing fleet. Capt. John G. Murley's 94' dragger *Charles S. Ashley* has been reconverted at the Morse Boatbuilding Co. in Thomaston, Me., and was at Peirce and Kilburn Corp., Fairhaven, for painting and new sheathing early in June. Another Murley vessel, the *John G. Murley I*, and the *Elizabeth N.*, owned by Capt. Nicodemus of New Bedford, were returned in May and were scheduled to go to the Morse yard in Maine for reconversion during June.

The Point Judith, R.I. dragger *Johnnie Ryan*, which has been at D. N. Kelley and Son, Inc., Fairhaven for repairs to damages caused by an explosion in April, was to be moved in June to a Warren, R.I. yard for further repair work.

A 9 by 15' steel trunk, made by Hathaway Machinery Co., Fairhaven, to replace a wooden trunk, is being installed aboard Capt. Hans Haram's dragger *Viking*, which is skippered by Lawrence Flem. This firm has constructed a 10 by 20' recreation room for fishermen over its wharf office.

The New Bedford dragger *Anne Silvia*, given up as a total loss April 8 after sinking off Squibnocket Point, Martha's Vineyard, was refloated by the Coast Guard on May 16.

Eldridge Leases Salt Sea Plant

L. S. Eldridge and Son, Inc. has leased property of the Salt Sea Fish Co. on Greene and Wood Pier, New Bedford, one of the largest processing plants on the waterfront. About 30 fish cutters can be accommodated, and 60,000 lbs. of haddock fillets can be produced daily. The freezer is equipped to handle 50,000 lbs. a day and to store 600,000 lbs. Both fish and scallops will be frozen in the new quarters.

"Lera G." to Be in F&WS Motion Picture

The dragger *Lera G.* of New Bedford will be featured in a motion picture now being made for educational purposes by the Fish & Wildlife Service. The picture will show New England methods of trawling, making a set, hauling a catch and making repairs. Paul Green is skipper of the vessel.

Clam Technicians Meet at Woods Hole

A group of clam technicians connected with the Atlantic States Marine Fisheries Commission met at Woods Hole May 18 to seek a solution to their common problem of making clams grow and



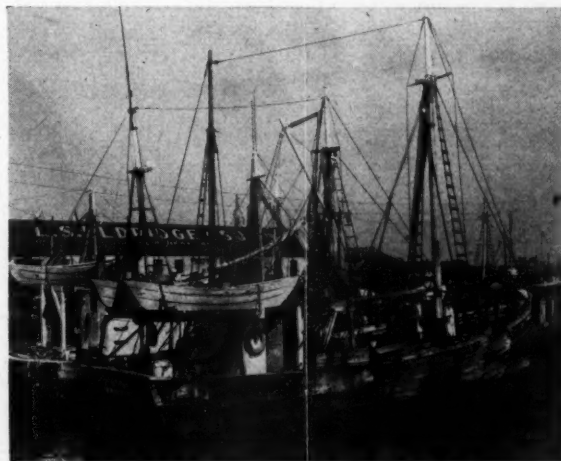
The 60' Provincetown dragger "Cape Cod" owned by Capt. Manuel Phillips, inset. Built by Southwest Boat Corp., Southwest Harbor, Me., she is equipped with a 171 hp. 6DCMR 1879 Buda Diesel with Twin Disc 2:1 reduction gear and hauling clutch, 32-volt Willard batteries, Submarine Signal Fathometer, 75-watt RCA telephone, Kelvin-White compass and Hathaway winch.

reproduce in sufficient quantity to satisfy an ever increasing demand. It was pointed out that while cultivation of seed clams is profitable, this appears to offer little toward permanent replenishment of the overall supply, as the spat from the maturing seed clams does not remain to increase the population of the cultivated beds.

The group, headed by Richard Reed, Maine Sea and Shore Fisheries Commissioner and conference chairman, went out on the Barnstable clam flats to examine an experimental 7-acre plot set up by the Oceanographic Institute. The Institute is intensively cultivating seed clams by every known method and attempting to catch the spat before it is washed out to sea.

Inspection revealed that the sod treatment method of the Institute, which consists of spreading marsh grass or thatch over the flats for the young clams to dig through, apparently is successful. Although the project has been in progress only a year, the clams appear to be thriving, and represent the only natural set in the entire bay.

Governor Robert F. Bradford signed a bill on May 25 that will authorize the establishment and maintenance of plants for the treatment and purification of shellfish taken from contaminated areas. However, funds must be made available for the purification plants before the bill can become effective.



The 60' dragger "St. Anthony", owned by Charles Blythe, South Dartmouth, Mass. She is equipped with a D13000, 115 hp. Caterpillar Diesel and Hathaway winch.

Virginia Haul Seiner Rights Contested by Sportsmen

A long standing conflict between commercial and sports fishermen in tidal waters of Virginia was aired May 25 before the Virginia Commission of Fisheries. Sports fishermen of the Isaak Walton League, through a letter addressed to Governor Tuck, have complained that commercial fishermen in the Chickahominy, Mattaponi and Pamunkey Rivers are destroying and depleting the supply of fish, against the law.

Especially in dispute is a section near the dam in the Chickahominy River where haul seiners take herring. The law states that it is illegal to set or fish any net or nets across any river at the point where such net is located for a greater distance across the river from either shore than one-fourth the width of the river.

J. T. Meyer, inspector, explained that the law always had been interpreted to refer to pound nets. He also pointed out that most of the sports-fishing landowners along the river have voiced no objection to haul seining operations. J. G. Menzel, speaking for the haul seiners, said that if the law is interpreted to apply to haul seiners it will put hundreds of men out of business. It was suggested by Commission member George W. Layman that the matter be continued until both sides can have fair representation at a hearing.

Oyster Season Satisfactory

The oyster season this year in Virginia has been very satisfactory, according to Commissioner Charles M. Lankford, Jr. of the State Fisheries Commission. He said that the average price received by tongers was \$1 a bushel, and disclosed that oysters were especially good on Brown Shoals in the restricted area of the James River.

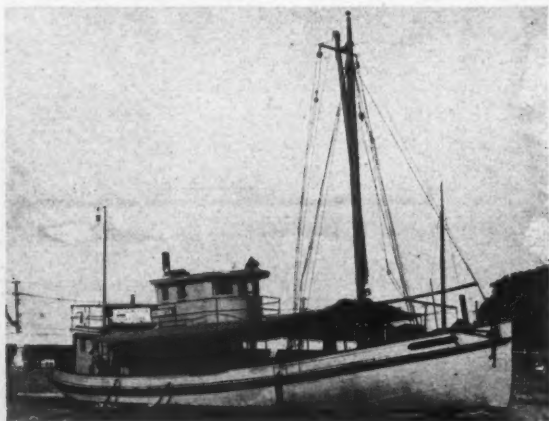
Hard Crabbers Doing Well

Hard crabbers did well during May in the Chesapeake west of Tangier Island. Some 700 crab pots are set in these waters; and, according to reports, they are taking about 100 barrels a day. Hard crabs are now selling for \$8.00 a barrel.

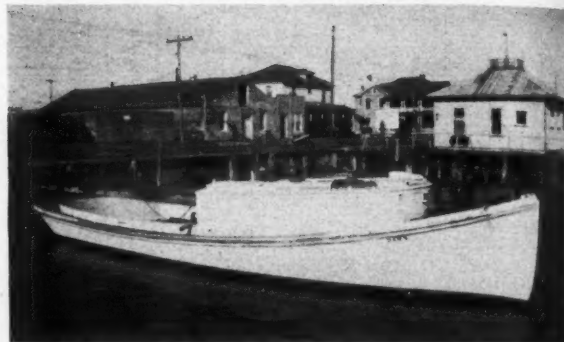
Peeler crabbers also did well during the first two weeks of May, with the average daily catch per crabber being 1100 crabs.

Spring Fishing Ends

As Tangier trap-netters lifted their traps at the end of the Spring season they captured quantities of Summer fish. Capt. Smith Parks, fishing three nets in Pocomoke Sound, bailed out 173 black drums, weighing from 20 to 50 lbs. each; Capt. Wiatt Pruitt, fishing two nets in Tangier Sound, caught 600 lbs. of trout and landed the first sturgeon of the season, which weighed



The 80' oyster boat "Kecoughton" owned by J. S. Darling & Son, Hampton, Va. She is painted with Pettit paint and equipped with a 180 hp. Fairbanks-Morse Diesel, Columbian propeller, Willard batteries and Columbian rope.



The 40' shrimp and gill net boat "Dawn" owned by Plymouth Willis of Morehead City, N. C. She is equipped with 110 hp. Chrysler Crown gasoline engine, Michigan propeller, Fidler rope and is painted with Pettit paint.

49 lbs.; and Capt. Will Parks, with only one trap, took out 300 lbs. of trout and 500 lbs. of croakers.

Norfolk Area Landings

Fish production in the Norfolk area during May totaled 1,384,000 lbs., of which 232,000 lbs. were landed by draggers and 1,152,000 lbs. by pound netters. Gray sea trout, with 668,000 lbs., accounted for the biggest part of the total. Next was scup, with 209,000 lbs., and alewives, with 199,000 lbs.

North Carolina Proposal to Dredge Oregon Inlet Deemed Desirable

William H. Potter, secretary of Beaufort Fisheries, Inc., endorsed the proposed dredging of Oregon Inlet in a recent communication to A. H. Ward, chairman of the Fisheries and Waterway Committee of the Dare County Chamber of Commerce. Potter and other officials of Beaufort Fisheries believe the value of the project to the menhaden industry alone would run into the millions of dollars and repay the Federal Government for the initial dredging cost. They are seeking properly protected connecting waterways to the ocean through Oregon Inlet with a minimum maintained depth of 12' at mean low water.

Some of the pertinent facts which Potter claims substantiate the economic worth of the project are as follows: there is no navigable inlet to afford refuge from extreme sea conditions in the area north of Hatteras to the Virginia Capes; the best fishing bottom and breeding areas for migratory fishes on the entire Atlantic Coast are located in this area; due to non-availability of the above indicated fishing area to North Carolina boats except by way of treacherous Hatteras Shoals, progress in the way of larger, more seaworthy, practical and efficient boats and gear has been limited.

Menhaden Catch Average

Beaufort Fisheries reports that its catch of menhaden this season is about average. All the firm's boats are fishing, and takes are coming from waters around Wrightsville Beach, Rich Inlet, Cape Lookout and Southport.

Among the vessels fishing for the Morris Menhaden plant are the *Lala G.* and the *Alfonso*, owned by Judge Morris, and the *Willis Brothers*, owned by Elmer and Wesley Willis.

Oyster Shells Planted

A total of 110,000 bushels of oyster shells were planted by the North Carolina Board of Conservation and Development during May in Pamlico and Hyde Counties. The shells came from oysters taken on public grounds during the past season.

New Fishing Boat "Dolphin" in Operation

The new 50' x 13' fishing boat *Dolphin*, built by Brady Lewis of Harkers Island for Ottis Purifoy, Morehead City, went into service May 29. She is skippered by George Bedford.

Gulf States Seek Approval Of Fisheries Compact

Representatives of five Gulf Coast States took steps at a meeting May 27 at Edgewater Park, Miss. to gain Congressional consent and State approval of the proposed Gulf States marine fisheries compact. The session, attended by representatives from Florida, Alabama, Mississippi, Louisiana and Texas, was held preparatory to convening of the Southern Regional Conference of the Council of State Governments.

The conference moved to have a bill embodying the proposed compact introduced at this session of the Louisiana Legislature, and three members were named as a committee to make representations to Louisiana officials on the proposal.

Another action of the Gulf States group placed the conference on record as urging the States of Alabama and Florida, which already have ratified the compact, to place it in operation if Congressional approval is given and whether or not any of the three other States have ratified the instrument.

The conference was presided over by James N. McConnell, director of the Division of Oysters and Water Bottoms of the Louisiana Department of Wild Life and Fisheries.

Legislation authorizing the compact was approved May 24 in Washington by the House Fisheries Subcommittee. However, the bill must be approved by the full committee before being sent to the House.

The compact would permit the formation of a 15-member Gulf States Marine Fisheries Commission through which the States could adopt uniform laws governing fishing. Some of the problems the States now have are different standards for offshore fishing, whether or not they should permit the dredging of old oyster shell reefs, the best dates for opening and closing the fishing seasons, and police regulations for offshore fishing.

Shrimp Production Shows Sizable Gain

Shrimp production in the principal landing localities of Alabama, Mississippi and Louisiana for the first four months of this year amounted to 44,626 barrels, which represented a gain of 9,380 barrels, or 27%, over the take during the same 4 months in 1947. The amount of shrimp which went to canneries during the 4-month period was 13,537 barrels, or 30%, while 31,089 barrels, or 70%, were used for other purposes.

Landings of shrimp during April in the area totalled 14,461 barrels, and showed an increase of 6,596 barrels, or 84%, as compared to the catch in the previous month. Of the total, 4,745 barrels, or 33%, went to canneries, while 9,716 barrels, or 67%, were utilized for other purposes.

The oyster yield for the first 4 months of this year totalled 494,807 barrels, which represented a gain of 96,319 barrels over production for the same period of 1947. Canneries took 404,218 barrels, while 90,589 barrels were utilized for other purposes.

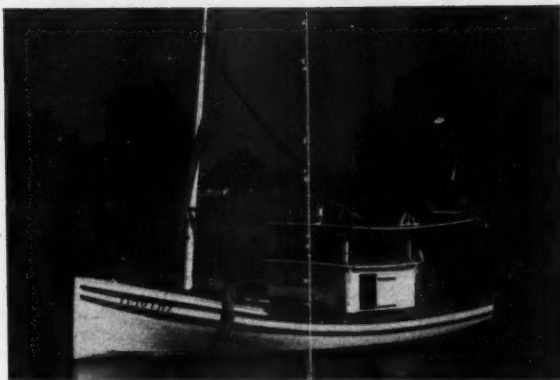
April oyster production was 161,137 barrels, and showed a drop of 23,391 barrels as compared to the March take. A total of 143,681 barrels went to canneries, while 17,456 barrels were used for other purposes.

The hard crab take for April totalled 1,424,530 lbs., and showed a jump of 963,600 lbs. over the catch in the previous month. Production during the 4-month period was 2,104,160 lbs., which represented an increase of 952,990 lbs. over the first 4 months of 1947.

Landings of salt-water fish in April consisted mainly of red snapper, grouper, mullet and sea catfish, and amounted to 424,410 lbs. as compared to 306,020 lbs. in March. The catch for the first four months of this year was 1,686,280 lbs., against 1,594,620 lbs. during the same months last year.

Funds Authorized for Oyster Study

A bill appropriating \$50,000 to finance a study of how to rehabilitate damaged oyster beds in Louisiana and Mississippi was signed May 21 by the President. Oyster beds along the Gulf coast in Mississippi were virtually destroyed by opening of the Bonnet Carre spillway to relieve the flood threat to New Orleans, and oyster beds in Southern Louisiana west of the Mississippi River were damaged by blockage of natural outlets for the River.



The 41'6" fishing boat "Timothy" owned by Robert J. Boudreaux of Houma, La. Built by Stewart Rhodes of Dulac, La., she is equipped with a Fairbanks-Morse Diesel and a Columbian propeller.

Closed Shrimp Season Suspended

The closed season for shrimping in Louisiana, which was scheduled to go into effect June 10, has been suspended pending action by the Legislature on a bill that provides for a change in the season. Existing regulations set a closed season in both inside and outside waters beginning June 10 and continuing through the second Monday in August.

The new bill was introduced by 10 Representatives from shrimp fishing parishes and certified by the Governor as emergency legislation to take effect immediately upon his approval. The bill passed the House June 8.

Oswald Chatham, president of the Mississippi Seafood Commission which is working in cooperation with Louisiana, has announced that there will be no closed season on shrimp in his State until further information on the bill is received from Ernest S. Clements, Commissioner of the Louisiana Wild Life and Fisheries Department.

Mexico Tightens Requirements for Foreign Boats

It was reported on May 18 that the Ministry of Marine in Mexico has authorized the Director-General of Fisheries to cancel the safe conduct permits which have been issued in the past for fishing by foreign boats. These permits were issued in order to permit foreign vessels to fish while their papers were being processed for Mexican registry. Therefore, only those boats which have completed the entire process of coming under Mexican registry may now fish in accordance with Mexican law.

Clements Named Fisheries Commissioner

Governor Earl K. Long of Louisiana recently appointed former State Senator Ernest Clements of Oberlin to the position of Wildlife and Fisheries Commissioner. Clements, who at one time served as chairman of the Senate Conservation Committee, succeeds Luther S. Montgomery, who resigned some time ago.

Allen and Davis Have New Boat

The new fishing boat *Flamingo*, owned by Mabry Allen and E. H. Davis, arrived in Morgan City, La. the week of May 17 from Daytona Beach, Fla. This is the third boat in the Allen and Davis fleet, the other two vessels being the *Bon Jour* and *Bon Soir*.

Alabama to Permit Year-Round Oystering

Alabama Conservation Director Bert E. Thomas recently announced that the State's oyster season will be placed on a year-round open basis as an experiment to determine the effect on the oysters and to aid the industry in maintaining its position against competition from other regions which do not have a closed period. Director Thomas' decision followed a conference with representatives of the tongers and dealers at Mobile.

The only areas which will be closed are those in which seed oysters have been, or are being, planted. These are located in Bon Secour, Mobile and other oyster producing bays and coastal waters and will be staked out and posted.

Florida Boatyard Delivers 100th Wooden Shrimper

Diesel Engine Sales Co., Inc., St. Augustine, Fla., builder of standardized wooden shrimpers, recently delivered its 100th boat just in time for it to partake in the blessing of the fleet. Owned by Capt. and Mrs. Sam. M. Snodgrass of Brunswick, Ga., the vessel is the *Jim Melton*.

The hull of the shrimper has smoothed-out lines, a finer entrance and a sharper round to the forefoot than has been customary in craft of this type. There also is a slight flare to the forward sections, which helps to insure a dry boat. The bulwark at the stern has been given a sharp tumblehome in order to avoid damage when docking, at the same time giving a pleasing appearance to the hull. She is 60'3" overall, 55'10" on the waterline, has an 18' beam, moulded depth of 8'2", and draft of 5'6" to 7' according to load conditions.

Power is provided by a General Motors Series 71 six-cylinder Diesel engine, with 4.5:1 reduction gear and hydraulic clutch. The engine, controlled from the pilothouse, delivers its rated output of 165 hp. at 1850 rpm., giving the shrimper a speed of 10 to 11 mph. under average conditions.

The engine room of the *Jim Melton* is only 15'6" long by 16'6" wide, yet there is plenty of free space. Consequently, some 17' by the full hull width is given over to the hold which can carry up to 20 tons of iced shrimp. All piping and fittings are brass.

Storage batteries for starting, lighting current and bilge pump operation are charged by an auxiliary gasoline-driven 32-volt generating unit. There is a 35 hp. power take-off on the forward end of the main engine for operating the fish net hoist and booms. The tank for gasoline and a 25 gal. lube oil tank are installed on deck.

The engine room is arranged further forward than is the case with the majority of shrimpers, so that when 15 to 20 tons of fish and ice are aboard, the hull is trimmed at the best point for proper operation. Her keel has a drag of 1'6" light, or 2'6" when fully loaded.

The keel is 9" x 12" long leaf pine, sided 9", and projects 10 1/2" below the planks. Bow stem is of white oak. Frames are of 2" x 4" steam-bent oak, spaced 12", while the cypress planking is laid without caulking, yet is thoroughly watertight. On either side of the hull below decks there are two 750 gal. capacity fuel tanks, or sufficient for 15 days operation at normal speed. Fresh-water capacity is 250 gal.

Sleeping accommodations are provided for three men with the skipper's berth in the deckhouse, and two swing bunks in the fo'c's'le. A toilet room and locker is located between the fo'c's'le and the engine room.

To Allow Fishing in St. Johns, Okeechobee

The Florida Game and Fresh Water Fish Commission has agreed to grant 35 permits to commercial operators in the St.

Johns River and 30 for fishing in Lake Okeechobee with pound nets and baited traps. All nets and traps will be subject to inspection by Commission agents and biologists, and any game fish caught in them must be returned to the water immediately.

O. H. Morris, vice-president of the St. Johns River Commercial Fishermen's Association, stated that operators who have been granted a permit will be allowed to use wire traps up to 32" in diameter and 7 1/2' in length. Such traps are required to be of 1" mesh, and may not be baited with game fish.

Shad and herring seines, he said, would be permitted on all designated shad hauls for the purpose of taking shad, herring and catfish, and pound nets are allowed on pound sets for the taking of catfish. Eel traps of 3/4" hardware cloth 14' in diameter and 4' long also are permitted.

"Kathleen" Has Motorized Fish Hooks

The use of motorized fish hooks for boating deep-sea fish is a novel experiment which is attracting attention to the Miami commercial fishing boat *Kathleen*. The efficiency of the hooks already has been proved, according to Capt. Orville Holley, who with Capt. Walter Dean of a similarly equipped vessel based near Sarasota, conceived the idea.

The device consists of a steel shaft running lengthwise, just under the vessel's "overhead" and holding four "spools" or "reels" of heavy fish line. The shaft is driven by a gasoline engine and each "reel" is controlled by a clutch so it can be engaged separately from the others. The four "reels" permit the throwing of two hooks from each side of the vessel.

When a large fish like deep-sea grouper, snapper, kingfish or jewfish takes the hook, the fisherman jerks the throttle cord and the motor immediately puts a steady and powerful pressure on the line, thus eliminating slack and preventing the fish from jumping off.

Capt. Holley and his partner, Herbert Wright, have taken large sharks with the mechanized lines, and plan to try for tuna in Bahama waters. Holley and Wright handle the boat themselves, and claim that with the new mechanism they can do the work of six fishermen using orthodox fishing lines.

Big Mackerel Run

Mackerel were schooling by the thousands early in May in waters off Anna Maria, near Bradenton, and veteran fishermen said it was the largest run they had seen in 30 years. The mackerel appeared after a run of glass minnows which covered approximately eight acres of bay waters.

Good Fish and Sponge Trips

The two-masted schooner *Sea Gull* landed 6,500 lbs. of fish recently at Clearwater, which was one of the biggest catches reported locally in more than a year. The vessel is skippered by Capt. Lynn Gifford, and her equipment includes refrigerated fish storage tanks.

A hook boat owned by George Skaoulis arrived in Tarpon Springs recently carrying 10 lines of sponges averaging from 200 to 260 pieces per string. The sponges were landed after a 9-day trip in the Gulf.



The new 60' shrimper "Jim Melton", operated by Capt. Sam Snodgrass of Brunswick, Ga., and a view of her galley.



The new 32' lobster boat "Lida & Dick II" built by Camden Shipbuilding & Marine Railway Co., Camden, Me. The interior view shows Capt. Leroy Ames, left, and Malcolm Brewer.



Maine to Plant Shad Eggs In Restocking Program

The first plane load of shad eggs which will be used in an attempt to restock Maine rivers with the once-plentiful fish was flown into Damariscotta Mills May 12 from the Fish and Wildlife hatchery at Ft. Belvoir, Va. Arrival of the eggs climaxed more than a year of research on Maine rivers which have annual shad runs by Chief Biologist Clyde Taylor and Fred Baird of the Sea and Shore Fisheries Department and Louella Cable, noted specialist on shad for the Fish and Wildlife Service.

The preliminary survey covered more than 20 rivers between York and Rockland, most of which were found unsuitable for restocking because of obstructions, pollution or both. The two rivers selected for the initial restocking program were the Dyer River, a tributary of the Sheepscot in Lincoln County, and Abagadasset River, which flows into Merrymeeting Bay.

The shad fisheries were once a major industry in Maine, and it is thought that the restocking program stands a good chance of reviving this resource.

Rockland Sardine Packing Season Opens

Two of Rockland's three sardine packing plants, the Holmes Packing Corp. and the North Lubec Manufacturing and Canning Co., started packing operations May 27, while the third, Green Island Packing Co., expected to do so within a few days. The *Oquirrh* landed the first catch at the Holmes plant, while the *Double Eagle* was first to land at the North Lubec Manufacturing.

Plan Second Annual Fisherman's Fair

The second annual Maine State Fisherman's Fair will be held at East Boothbay on August 5-7, under the sponsorship of the East Boothbay Chamber of Commerce. The fisherman's events will include all types of fishing, boat racing, as well as pot head knitting and lobster trap hauling contests. Helping to stage the affair will be the Maine Sea and Shore Fisheries Commission, the Maine Development Commission and the Maine Publicity Bureau, with the first two departments donating the plaques to be awarded to the winners of the fisherman's events.

According to Rupert Neily, Jr., program chairman for the fair, a greatly expanded program of activities is planned for this year's event. High spots include the "largest clam bake on earth", a thousand dollar grand prize given to the lucky ticket holder, a coronation ball, a huge maritime parade and a greatly expanded exhibition hall.

"Noreen" Being Reconverted at Rockland

The former 85.5' dragger *Noreen*, which her original owner, Capt. Michael Smith of New Bedford, recently purchased from the Government, is being reconverted at General Seafoods Shipyard, Rockland. The vessel was used by the Navy during the War as the experimental mine sweeper *AMC6 Heath Hen*.

The shipyard, which is now managed by Carl Jensen, also is overhauling the General Seafoods Boston trawlers *Calm*, *Surf* and *Billow*.

Ames' Lobster Boat Completed by Camden

One of the best equipped lobster boats on the Maine Coast has been completed for Capt. Leroy Ames of Vinalhaven, by Camden Shipbuilding & Marine Railway Co., Camden. She is the 32' x 9'10" x 4' *Lida & Dick II*, which was built from a new model developed by Malcolm Brewer of the yard. The craft's flare is carried well abaft of midships, making her exceptionally dry and a very easy boat. She is framed with 1½" x 2" oak, planked with 1⅝" native cedar and Everdur screw fastened.

The *Lida & Dick II* is powered by straight drive 107 hp. Lathrop LDH6 Deluxe gasoline engine, giving a speed in excess of 10 knots. The engine swings an 18 x 11 Columbian propeller on a 1½ Columbian bronze shaft with Goodrich Cutless stern bearing. On the forward end of the engine is a Twin Disc clutch for operating the Leadbetter hauling gear.

The boat is equipped with a Submarine Signal Co. Fathometer, Jr., mounted on the cockpit bulkhead, ship to shore telephone, Shipmate galley stove and Marine Products pump.

First of Southern Fleet Lands at Portland

The fishing boat *Lawson*, first of about six fishing vessels from the South due at Portland in a few weeks, arrived in port May 27 with 70,000 lbs. of redfish for Mid-Central Fish Co. and 2,000 lbs. of groundfish for the Willard-Daggett Fish Co. Crewmen of the *Lawson*, which hails from Hampton Roads, Va., said the Southern vessels would fish out of Portland until October.

Air Lanes, Inc., Purchases "Billy Boy"

The 43'6" x 13'6" x 5' fishing boat *Billy Boy*, formerly owned by Frank J. McGiven of Somerville, Mass., has been bought by Air Lanes, Inc. of Rockland, Me. for carrying lobsters in crates. The boat, which is powered with a 165 hp. General Motors Diesel, was sold through Knox Marine Exchange.

Sardine Carrier "Conquerer" Rebuilt

Extensive rebuilding and repowering work has been completed on the 63' sardine carrier *Conquerer* of Portland. She is owned by R. J. Peacock Canning Co. and skippered by Capt. Edgar MacNeil. Alterations were made at the Goudy & Stevens yard, East Boothbay, and included raising the freeboard 20" which increases her capacity to 1400 bushels. Her new twin screw power equipment comprises two 165 hp. 6-71 General Motors Diesels furnished by Walter H. Moreton Corp. The *Conquerer* and Peacock's *Sylvina W. Beal* landed the season's first herring at Portland on May 26.

New Cundy's Harbor, Bass Harbor Boats

The new 44' x 13' x 4'6" dragger *Vida E. II* has been placed in service at Cundy's Harbor by her owner-builder, Capt. Lester N. Card. Representing 1½ years' work and the fourth craft built by Card, the dragger has a capacity of 38,000 lbs. She is powered with a 110 hp. Chrysler Crown engine with 3.5:1 reduction, swinging a Columbian propeller on a Monel shaft.

Bass Harbor Boat Shop, Mt. Desert, has finished the 40' *Grace & Lunette* for Roy Stanley of Salisbury Cove. The boat is now seining out of Bass Harbor. She has accommodations for 5 and is powered with a 110 hp. Chrysler Crown with 2:1 reduction.

Sargent, Lord & Co. Marks Seventieth Anniversary

One of the oldest and largest marine supply houses, Sargent, Lord & Co., of Portland, Maine is marking the 70th anniversary of its founding. It is also the 20th milestone since the incorporation of the business, at which time its president and treasurer, Ralph A. MacLean, entered the Company.

The business was established in 1878 by Horace Sargent and Orrin Lord at 10 Commercial Wharf, Portland. It remained in this location for 62 years. In 1940 a fire necessitated removal to a newly constructed building at 40 Portland Pier, which the firm now occupies.

The history of Sargent, Lord & Co. under the direction of Mr. MacLean, has been one of continual growth. In 1928, the Company's retail trade was augmented by the addition of wholesale marine hardware and fishing equipment sales activities. Later, Harbor Supply Oil Co. was organized as an affiliated concern to handle the distribution of oil products. This firm subsequently added a line of marine engines and accessories.

More recently, Sargent, Lord opened an electronics department which maintains complete installation and maintenance facilities for marine radio equipment. The latest expansion move came this year when the Company opened a net loft for the hanging and rigging of sardine seines.

Slated for early construction is a new building to house the electronics business. The Company also plans to put in operation a mobile radio laboratory, using a panel truck which will be equipped with radio testing instruments.

Today, Sargent-Lord is the largest occupant on Portland Pier, which is centrally located on the waterfront. Its buildings have a total floor space of 25,000 square feet, and include the two story, 60' x 46' main store and office building, a 20' x 60' structure for engine sales and servicing, and a 150' x 40' three-story building which contains the net loft and storage space.

Good docking facilities are available at the rear of all of these buildings with a low tide water depth of 10'. Two floats with a total area of 60 x 12 feet are maintained to facilitate docking and loading of smaller boats. The 30' *Sarloco*, Capt. Charles Richards, is used for making harbor deliveries.

The Company is one of the largest distributors of rope and fishing twine in New England, handling Whitlock and Plymouth cordage products. A complete line of rope is available, including manila lobster twine and nylon heading twine.

Other fishing gear includes Burnham trawl lines, Ederer nets, Roebling wire rope and Pflueger fish hooks. The new net loft is in charge of Robert N. Pike, assistant sales manager, and carries all sizes of sardine stop and purse seines.

Sargent-Lord distributes Bendix supersonic depth recorders, Kaar radiotelephones and direction finders, Hudson American radiotelephones and Hallett filtered ignition shielding. Also handled are National marine radio receivers, which have standard broadcast and short wave bands for providing standby communication and entertainment on boats, as well as being designed for monitoring fishing boat frequencies in shore plants and fishermen's homes. The radio department is in charge of Warren Morgan, radio engineer.



Sardine seines being assembled in the new net loft of Sargent, Lord & Co., Portland, Me.

Harbor Supply Oil Co. is State of Maine distributor of Murphy, Sheppard and Superior marine Diesels, which cover a complete range of power requirements for propulsion and generating purposes. Diesel engines are on display, and a complete stock of parts is maintained. Ralph Bailey is engine service manager.

As distributor of Gulf oil and petroleum products in the Portland and Casco Bay area, Harbor Supply Oil Co. operates the 40' tanker *Gulf of Maine*, which has a capacity of 3,900 gallons and is skippered by Capt. Wm. Miller, and the 3,000 gal. capacity 40' *Harbor Supply*, Capt. John Kuntz. A new 46' tanker with 7,000 gal. capacity, now under construction, will be placed in operation in the near future.

Sargent-Lord maintains a full stock of fishermen's clothing, including Carter's oiled and rubberized garments, and Boss cotton and leather gloves. Also now available is M. L. Snyder & Son's Neoprene latex clothing.

Among the many other products distributed by the Company are Pettit marine paints and varnishes, Stratford oakum, Michigan Machined-pitch propellers, Monel metal and Tobin Bronze shafts, Oberdorfer and Edson pumps, Shipmate ranges, Auto-Lite spark plugs, Bright Star batteries, Thos. Laughlin and Wilcox-Crittenden marine hardware, Perkins marine lamps, Atlas Tack Co. boat nails, American Pad & Textile life preservers, Russell and Dexter fish knives, and American-LaFrance fire extinguishers.

A total of 35 people are employed in the Company's various departments. Marshall I. Madsen is assistant treasurer and office manager. Wilbert Brown is in charge of retail marine sales, Ralph A. MacLean, Jr. is store manager and J. Donald Richards is sales representative.

The sales manager is C. V. Travis, who joined the Company four years ago. Prior to this he was New England manager for Whitlock Cordage Co. for two years and was with General Motors Acceptance Corp. for 15 years.

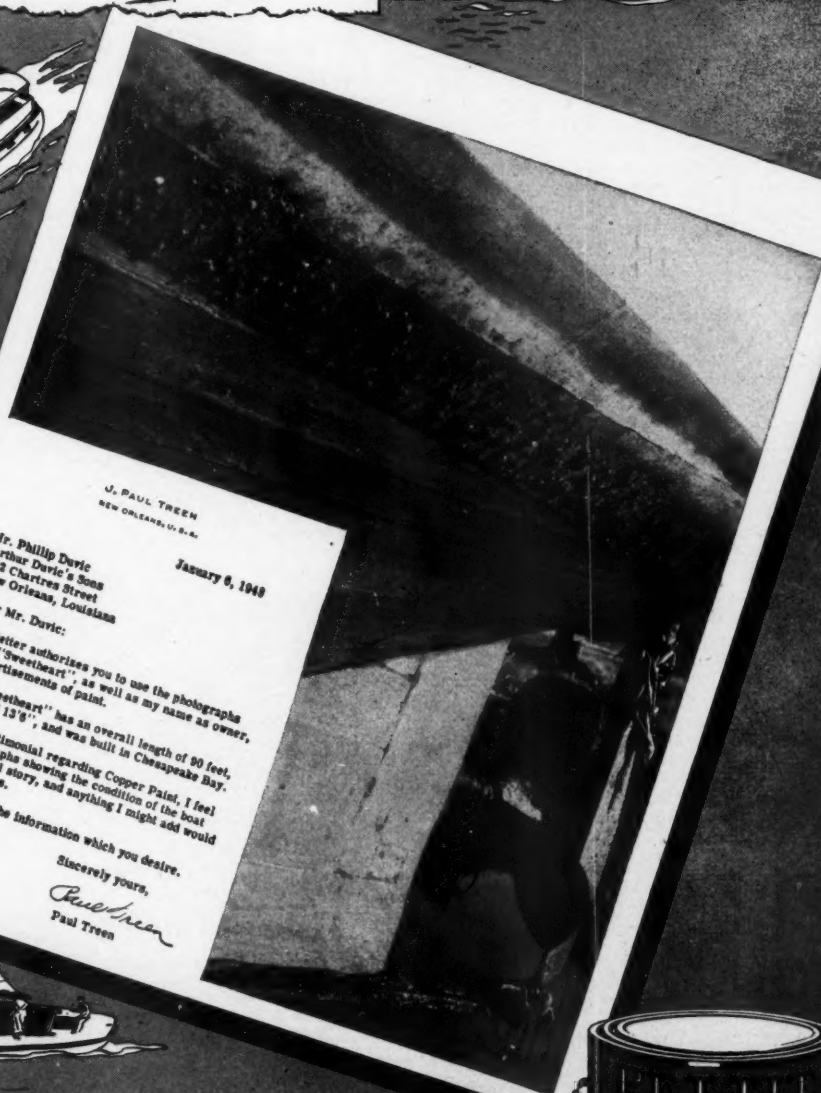
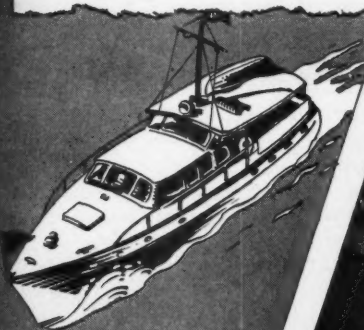
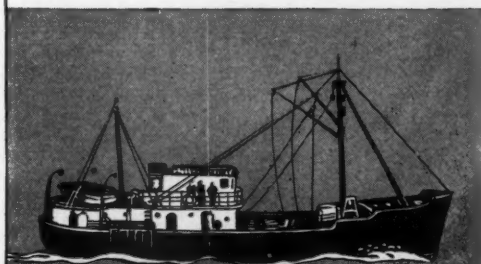
Special attention is given to meeting the needs of boat builders and marine supply dealers and an annual marine catalog is issued for such buyers.



A section of Sargent-Lord's harbor frontage at Portland, Me., showing the "Mayflower", left, and the "Vida-E II" at extreme right.

... Here's what they're saying about Pettit Paint

As Mr. Treen of New Orleans writes about his 90' yacht "Sweetheart", the photograph tells the whole story. Hauled out after 13 months in warm Gulf waters, the bottom, protected by Pettit anti-fouling copper paint was completely free of marine growths, whereas the boot-topping of ordinary paint showed heavy encrustation.



J. PAUL TREEN
NEW ORLEANS, U. S. A.

January 8, 1949

Mr. Phillip Durie
Arthur Durie's Sons
122 Chartres Street
New Orleans, Louisiana

Dear Mr. Durie:

This letter authorizes you to use the photographs of the "Sweetheart", as well as my name as owner, in advertisements of paint.

The "Sweetheart" has an overall length of 90 feet, a beam of 13' 9", and was built in Chesapeake Bay.

As to a testimonial regarding Copper Paint, I feel the photographs showing the condition of the boat speak the full story, and anything I might add would be superfluous.

I trust this is the information which you desire.

Sincerely yours,

Paul Treen
Paul Treen

Pettit Paint

Preserves Protects and Beautifies



PETTIT PAINT CO., INC., BELLEVILLE, N. J. . . . Since 1861

Gloucester Portuguese Fleet Receives Blessing

Twenty-six gaily decorated draggers in Gloucester's Portuguese-American fishing fleet were blessed by Archbishop Richard J. Cushing of Boston in an impressive ceremony which took place on May 31, and was the climax of a three-day celebration in honor of Our Lady of Good Voyage, the patron saint of fishermen. Witnessed by an estimated 10,000 spectators, the blessing was the fourth such celebration which has been held at Gloucester.

A colorful religious procession from Our Lady of Good Voyage Church to the State Fish Pier preceded the blessing. Approximately 700 persons marched in the procession, at the head of which was an honor guard of Portuguese-American fishermen who carried a new life-size statue of the patron saint. The statue was the gift of Gloucester's Portuguese-American fishermen to the Church, and had arrived only a few days previously at the State Fish Pier on the Portuguese craft *Gil Eannes*, which is to serve as a hospital ship for that country's 60-vessel cod-fishing fleet on Grand Banks this Summer.

Dom Manuel Trindade Salguero, auxiliary bishop of Lisbon, Portugal, accompanied the statue on the voyage to Gloucester, and took part in the blessing ceremonies. Also present for the occasion and taking part in the ceremonies was Dr. Pedro T. Pereira, ambassador of Portugal to the United States.

Capt. John Carrancho was chairman of the general committee in charge of the ceremonies.

April and May Landings Set Record

Gloucester fish production during April was 17,659,800 lbs., landed in 193 trips, which was 40% above the best previous April—that of 1946. The redfish catch in April amounted to 14,721,000 lbs., from 164 trips, representing a 56% increase over April, 1946.

Gloucester's average redfish trip during April, 1948 was 89,762 lbs., which was said to be exceptionally good for the time of year. The average during the first four months of this year was 86,182 lbs., as compared to the 1946 four-month average of 39,552 lbs.

April fish production brought the grand total for the opening four months of the year to 49,113,800 lbs. from 599 trips, for an increase of 40% over the similar period in 1946.

The trawler *Pan Trades Andros*, Capt. Walter Beateay, landed 300,000 lbs. of redfish at Gloucester on May 3, which was believed to be the largest redfish trip ever landed at that port. The fish were caught off the Cape Shore.

Redfish landings for the week of May 24 totalled 8,248,000 lbs., which represented the all-time record for redfish landings in any one week.

First Direct Mackerel Trips Landed

Gloucester had her first direct mackerel trips of the season on June 1, when five seiners landed 272,000 lbs. of the fish, for which they received \$6.30 per 100 lbs. The biggest trip was a 70,000-pound take landed by the *Natale III*, while the *California*, with 65,000 lbs., had the next largest catch, followed by the *Santo Antonino*, with 62,000 lbs.

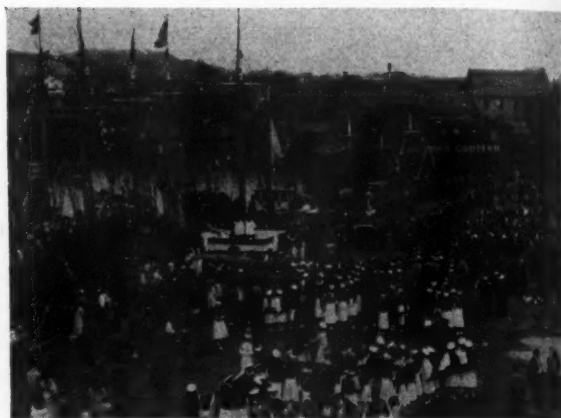
Up to May 20 the Gloucester seining fleet had produced 1,129,000 lbs. of mackerel in 50 trips.

One Dragger Sinks, Another Grounds

The 98' dragger *Mary and Joseph*, owned and skippered by Capt. Vito Lochirco, foundered approximately 12 miles north by east of Thacher's Island May 20 after she had been wracked by an explosion. Capt. Lochirco, his two sons Sam and Joseph, and two other crew members escaped in a dory. After rowing for about two hours, they were rescued by the dragger *Lucretia*, Capt. Lawrence Blondi, which brought them into Gloucester.

The 65' Portsmouth, Va. dragger *Cecil W.*, Capt. James H. Thomas, was still hard and fast on a ledge off Baker's Island June 2, after having run aground during thick fog the previous day while inbound to Gloucester with a 25,000-pound fare of redfish. The skipper and his crew of five men abandoned the ship in a life raft and rowed to Baker's Island, from where they were ferried into Salem.

The *Cecil W.* came to Gloucester from Virginia in May and planned to go redfishing out of the port until late Fall as she has done for several years.



Spectators witness the Blessing of Gloucester's Portuguese-American fishing fleet at State Fish Pier.

Rhode Island Marine Laboratory To Resume Operation

Suspended during the war years, the Narragansett Marine Biological Laboratory at Saunterstown will resume operations next Fall under the direction of Dr. Charles J. Fish, marine biologist at Woods Hole Oceanographic Institute. Dr. Fish was instrumental in organizing this agency about 10 years ago and supervised its study of the State's fish resources. He hopes to be able to utilize the Woods Hole facilities in connection with research at the Rhode Island laboratory.

Working on a year-round basis as a part of the State College's School of Arts and Sciences, the laboratory will include basic research in marine biology, applied fishery investigations and training of scientific personnel in its program. Research will be conducted in cooperation with other State and Federal agencies with individuals engaged in fishing providing assistance.

Fishing Boat "Winona" Sinks

The Newport fishing boat *Winona*, operated by John F. Mack Fish Co. under charter from Seacomet Fish Co., sank about a mile and a half off Brenton's Point on May 11. Capt. Burton Church and the crew were taken off by the fishing boat *Nomad*. The sinking occurred when 100 barrels of scup were loaded aboard the *Winona* and water poured through the seams of her upper hull which had dried out while tied up in Tiverton during the Winter.

Dr. Raymond G. Bressler Dies

Dr. Raymond G. Bressler of Warwick, Rhode Island State Director of Agriculture and Conservation since 1941, died May 9 at the age of 61. As Director, Dr. Bressler did much to halt out-of-State menhaden fishermen from working Rhode Island waters and frequently opposed the mechanical dredging of quahogs in restricted waters. In recent years, he also figured prominently in long-range plans to cultivate the Atlantic seaboard for commercial fishing and was one of the Rhode Island representatives on the Atlantic States Marine Fisheries Commission.

Stonington, Conn. Boats Overhauled

The dragger *Five Sisters*, owned by John Bindloss of Stonington, is being overhauled at the Palmer Boat Yard. The *William B.*, skippered by Roscoe Bacchinocchi, also is on the ways at the yard, and Antone Sylvia's lobster boat is getting her Spring painting there. Albert Profetti's 34' dragger *Nanvy* has been reconditioned by the Thomas Yard.

Bindloss Reappointed to Atlantic Commission

John B. Bindloss of Stonington has been reappointed by Governor James C. Shannon to represent Connecticut on the Atlantic States Marine Fisheries Commission for a three-year term starting July 1.

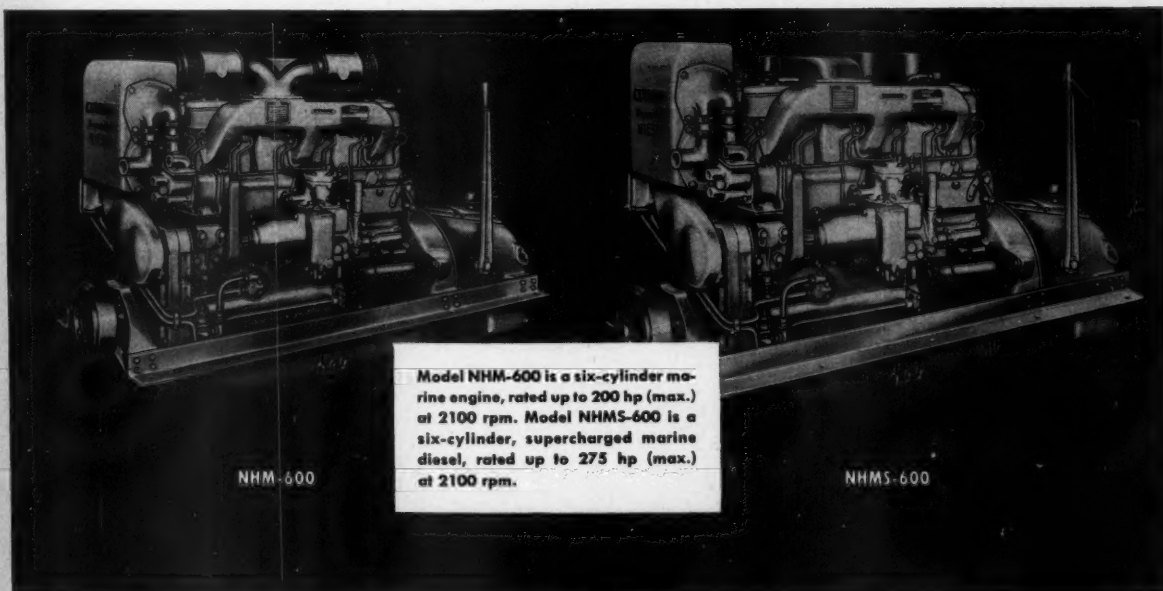
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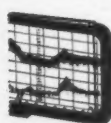
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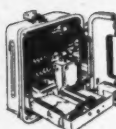
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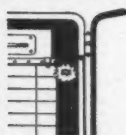
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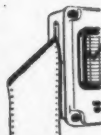
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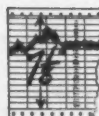
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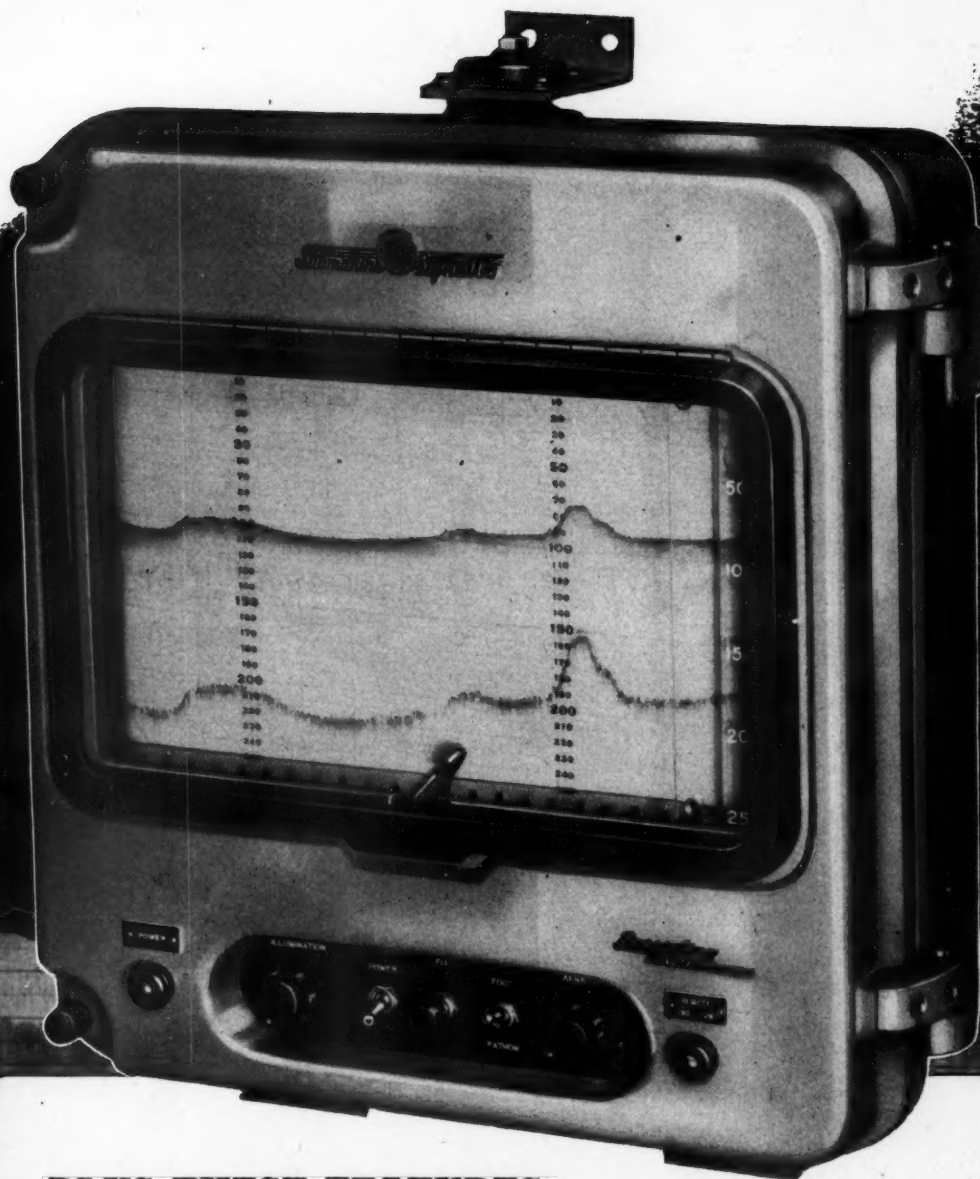
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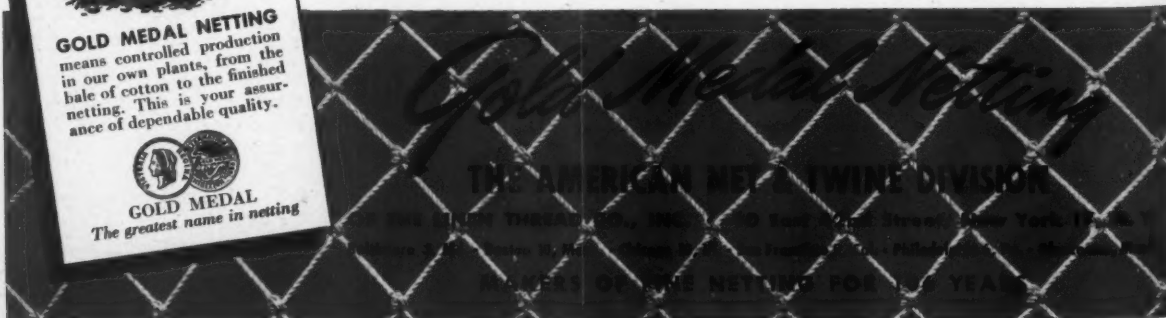
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Oyster Convention

(Continued from page 15)

oysters; however, I do not imply that the usefulness of this type of equipment is limited to that very shallow water. The machine can be made to harvest from almost any depth, although the ones so far put into use have been planned to work effectively in a depth of only eight feet. There appears to be no difference whatever in efficiency within the range for which any particular piece of equipment is intended to operate.

The Jackson Ventilating Co. of Montgomery, Ala., has undertaken the job of manufacturing these harvesters and distributing them to the industry. Two engines are required: in the first place the engine for operating the harvesting mechanism itself, including a power take-off for operating the conveyor belts; in the second place, a Murray & Tregurtha Harbormaster outboard propelling unit which is suitable for shallow or deep water.

Dredge Developments Outlined by Flower

H. Butler Flower of Frank M. Flower & Sons, Bayville, N. Y. told about the new Flower oyster dredges. The first dredge described was a suction type developed to combat drills. "We made a nozzle, bought some second hand hose, borrowed a common centrifugal water pump, two pulleys, some belt and connected it all up on our boat." According to Mr. Flower, tests proved that drills could be caught quickly with this apparatus. In 10 minutes of operation during the first trial, the deck of the boat was filled with mud, sand, shells, oysters and drills.

This dredge was developed and improved and is used to keep the oyster beds clean. Mr. Flower said that drills are killed by the action of the dredge but that large oysters are weakened only slightly and are all right for shucking. "The suction dredge will handle small oysters and set and do them less damage than the old conventional dredges.

"The suction dredge is first and foremost a means to clean. Secondly, it is used to catch oysters. Our suction nozzle does up the beds of drills, sulphur sponge, crabs, mussels, stars, etc. not have teeth. We tried them but found they were not needed on our beds. We use our suction dredge on all types of bottom, even on very soft mud.

"For some time now we have been working on a new type oyster dredge. It started out to be a self-dumping dredge to be handled on booms. We wanted it to be a light, very strong, self-dumping dredge to handle five or six bushels of oysters. We made booms with special chain blocks that would grip the chain and hold up the dredge when the second pair of hoists pulled up the booms." However, it was discovered that the dredges were too light. So chains were added to put weight on the teeth, and stationary cut boards also were attached.

"These dredges are the ones several different oystermen have already copied and are very successful. They act very much like the regular dredge, being sensitive to the length of chain, type of bottom, etc.

"Since then we have had other ideas such as self-loading and unloading machinery, for which it was necessary to have a larger boat. We built this machinery, and up-to-date the *Twin Harbors* is the result. We made a new type of oyster dredge for the boat. The teeth of this dredge are always in contact with the bottom at exactly the same angle regardless of the length of chain. The former link and ring bottoms are replaced with bars and all ride on three skids instead of dragging along on the bottom. It was especially designed for uneven bottoms and it has the peculiar ability of clearing itself of mud and sand."

According to Mr. Flower, this new dredge is still too heavy for "it does not depend on its weight to catch oysters. The cut-board goes into action and pushes the teeth down on the bottom, while the oysters in filling up the bag section also cause weight to be put on the teeth. As the oysters fill the bag, or rear section, it causes the cut-board to go up and out of action. That is where the weight of the oysters takes over and holds the teeth down in contact with the bottom.

Should any oysters go between the teeth, the rear section or bars do not touch them as there are five or six inches of space under it. This rear section rides on the skids that also control the angle of the teeth."

As pointed out by Mr. Flower, the teeth of the conventional dredges have a tendency to pull out of the bottom as the bag

fills and the bag drags along mauling the uncaught oysters.

"The first dredges had teeth that could be easily adjusted. We have tested the angle that the teeth should be set on the bottom and find that on our hard bottom they should be vertical to catch the best. On soft bottom they should slant back. Our present dredges have stationary teeth just back of the vertical position. These new dredges have adjustable cutboards, which also help keep the boat going at an even speed.

"I believe they should be automatically adjusted by the speed of the dredge as well as the length of chain used. This sounds complicated but really is not. These dredges are more or less in two sections. The front or pulling framework has the cut-board and this fact causes the change in the angle of the cut-board when the depth of water or the length of chain varies. I have an idea in my head of linking this cut-board up with the rear section in such a way as to compensate for the variances that occur.

"These dredges always go down right side up. It is almost impossible to get them over on their backs. Occasionally they will come up the wrong way but it makes very little difference. They are dumped just the same and a slight pull at the right time on their way down turns them right side up again.

"They have doors in the back of the bag section that are swung open for dumping by releasing a pair of simple catches. When swung closed, they catch themselves. They can be dumped out and closed in less than two seconds, and are almost self-dumping.

"It is true that in a heavy seaway the dredges must be handled with caution. They should not be pulled aboard while the boat is wallowing in the trough of the sea, as they will swing around. The boat should head up into the sea or go with it when the dredge leaves the water.

"We expect to have controlled booms to handle them in a heavy sea. Personally I like booms to handle the dredge. They can be held up out of the way, leaving the deck clear of the dredges and chains. In dredging with booms, it is not necessary to turn the boat when the dredge under the boat is to be pulled. The boom holds the block out away from the boat, keeping the chain clear of the bottom. This rig is especially nice for dredging in very shoal water as the dredge is well outside of the bilge, making it easy to turn without getting on the dredge."

Nelson Reports Suction Dredging Progress

Recent developments and improvements in oyster dredges were reviewed by J. Richards Nelson. He cited the three types of dredges: the conventional drag type, the mechanical type in which oysters are lifted mechanically from the bed and conveyed to the deck of the boat, and the hydraulic dredge that depends on water in motion to lift the oysters from the bed and bring them to the deck of the boat. In addition, he mentioned the Bailey Dredge, developed and used on the West Coast, with which water in motion is used to lift the oysters from the beds and a mechanical conveyor brings them from a point close to the bed up and onto the vessel.

Referring to hydraulic equipment, Mr. Nelson said, "There are four hydraulic dredges that I know of in existence today that were designed and built for dredging oysters. H. Butler Flower built the first, using a six-inch suction pump to lift the water and oysters from the bottom. Oyster Bay Oyster Co. built the next one, a much larger craft that uses two eight-inch suction pumps.

"During the past year, H. C. Rowe & Co. and F. Mansfield & Sons Co. built hydraulic dredges, using instead of suction pumps to pick up the oysters, force pumps discharging into a siphon or eductor which, in turn, creates the necessary suction to

(Continued on page 32)



Dr. P. Korringa, Biologist, State Institute for Fishery Research, Bergen op Zoom, Holland, one of the key speakers at the Oyster Convention.

Oyster Convention

(Continued from page 31)

bring the oysters from the bottom to the deck of the vessel. Both of these dredges are quite similar as far as hydraulic equipment is concerned but are different in respect to the type of vessel in which the equipment is used.

"The Rowe Company's vessel named *Rowe* is designed to catch its load, store it in the hold, safe from freezing, and transport it considerable distances at a rapid rate of speed. At the destination, the vessel unloads automatically on its own conveyor system.

The Mansfield Company's dredge named the *Quinnipiac* was designed primarily as a cultivating machine to be used in local areas and not for the purpose of transporting loads over long distances. Though it carries a large load, its value on the beds controlling the oyster drill is too great to have it spend time transporting oysters.

"The *Rowe* and *Quinnipiac* both use a nozzle at the lower end of the suction hose equipped with a six-foot dredge blade so that oysters and other material are raked from the bottom as they would be in the case of a conventional dredge. They are then propelled by water in motion up the suction hose and onto a screening conveyor.

"The eductor or siphon principle has been used for many years in various applications such as bilge pumps and in the dredging of gravel and other highly abrasive materials that would cause excessive wear on pump impellers. I believe the use of this principle does less damage to oysters and there is less wear on the equipment than would be the case in an impeller pump. Another advantage of the eductor is the possibility of unloading hydraulically, which can be quite advantageous, particularly in the case of shells.

"Recent developments in oyster dredges should accomplish desirable objectives: more efficient catching, ease of dumping the conventional type dredge and saving of manpower. The most important objective should be the minimum damage to the crop and the ability to control starfish and drills.

"It is my observation that in the North Atlantic States we are not raising over 10% of the oysters we start out with in the case of a heavy set. No one machine is going to have all the answers to the oyster farmers' problems. We still have a long way to go before we handle oysters by machinery in as gentle a manner as hand tongs and gentle shoveling into baskets. We have got to keep in mind that we are handling living animals and not let mechanical efficiency blind us to the damage we may be doing our crops."

Korringa Explains Rearing in Tanks

One of the key speakers at the Convention was Dr. P. Korringa, Biologist of the State Institute for Fishery Research, Bergen op Zoom, Holland, who delivered three papers. His subjects were: The rearing of oyster larvae in ponds and tanks, Prediction of the time of setting in the European oyster, and Control of oyster grounds in Holland.

In discussing rearing in ponds and tanks, Dr. Korringa said in part: "Quantitative studies carried through in the Dutch oyster centre, the Oosterschelde, demonstrated that under favorable temperature conditions only about 5% of the larvae produced reaches the mature stage, ready for fixation. Though our oyster farmers offer the mature larvae millions of tile-collectors and thousands of cubic metres of mussel-shells, only about 1% of the mature larvae succeeds in finding a suitable piece of substratum to settle down on and in accomplishing fixation. In the first few months of sedentary life about 9 out of 10 young spat perish, killed by smothering sand and silt or by starfishes, others are ousted out by more stalwart creatures.

"In enclosed basins the dispersing action of sea-currents has been eliminated and predators are kept down adequately, so that even a relatively small number of larvae could lead to a profuse setting on the cultch placed in the ponds. Moreover any protraction of the pelagic phase, owing to low water temperatures, could not easily produce a fatal effect, like so often proved to be the case in open waters.

"So far little attention has been paid to the possibility to select special strains of oysters, characterized by superior qualities in growth, flavor and resistance to diseases. Research on heredity and selection in oysters eventually will yield im-

(Continued on page 34)



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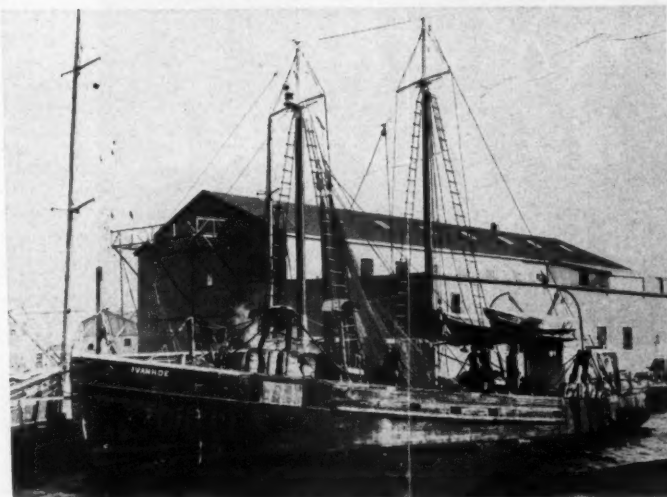
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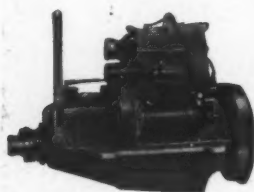
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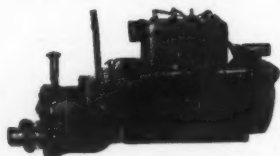
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"Albatross III" in Service

The recently commissioned fishery research vessel *Albatross III*, which is operated by the Fish & Wildlife Service out of Woods Hole, Mass., left on her first cruise May 17. During this first cruise, a study of the effects of acid waste disposal off New York City was made.

The study included the obtaining of a comprehensive series of bottom samples and photographs of the bottom in each of two areas south of Ambrose Lightship. One of the areas was in the center of that recently designated for disposal of acid waste and the other in the place known as the "Mud Hole". The samples and photographs will be used for a census of the larger bottom animals in each of the two areas.

Tagging of yellowtail flounders off Cape Cod took place the latter part of May on the vessel's second trip. The flounder tagging is expected to determine migrations, independence of stocks, and the natural and catch mortalities of flounder stock.

The yellowtail flounders were caught with a trawl, measured, tagged and released. A reward of \$1.00 is being offered by the Fish & Wildlife Service to any person who recaptures one of these tagged fish and returns the tag with information on the place and time of capture.

The ship's third cruise, scheduled to begin June 7, will be for the purpose of carrying on experiments to test the survival of young haddock which have passed through the meshes of the savings cod end. It has been pointed out that one of the principal arguments raised against the use of larger mesh nets to save small fish is that fish going through the net do not survive.

Oyster Convention

(Continued from page 32)

portant results to the oyster industry. In such research one ought to be able to rear the larvae of limited numbers of well selected oysters, and to this aim reproduction in ponds and tanks, or in the laboratory is the only feasible method.

"Experiments carried through at Port Erin, in which oyster larvae were kept in glass plunger jars, placed in dim light, demonstrated that oyster larvae require small nude, nannoplanktonic flagellates as food. Feeding pure cultures of flagellates, one eventually succeeded in rearing about 90% of the larvae originally introduced in the jars till settlement.

"Most probably the many failures in rearing oyster larvae in tanks and ponds should be ascribed to a lack of adequate quantities of the appropriate nude flagellates, so that the oyster larvae suffered from starvation and died. One should remember that the density of the larvae in the tanks is far greater than in open waters, so that the number of food organisms must be commensurately high.

"In 1946, I was successful in producing a dense culture of nannoplankton flagellates by scattering regularly some minced shore crabs in the tanks. The flagellates developed so well that the water soon acquired a green hue, which ultimately even concealed the bottom of the tank. Non-motile algae and diatoms were rare in the course of the experiment.

"In the course of my experiment, oyster larvae were amply produced by the mother oysters present in the tank. Temperature and salinity fluctuations remained within normal bounds, so that conditions were apparently highly favorable.

"Contrary to expectations the larvae in the basin did not develop at all, but soon decreased in numbers and showed features of ill-health. Large and mature larvae were not observed and no spat settled down on the cultch laid out in the basin.

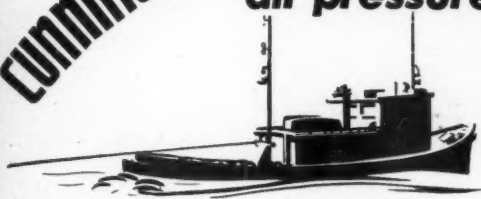
"It may be assumed that during broad daylight, flagellates produce ample oxygen by the process of carbon dioxide assimilation, but that they consume oxygen, like the oyster larvae, the adult oysters and other creatures do, during the dark hours of the night. Therefore it was considered highly improbable that a lack of oxygen was the cause of the 1946 failure.

"My oxygen measurements demonstrated that the quantity of oxygen present in the tank was actually higher than in open water and in fact supersaturation prevailed in the tank. As the oxygen in the tank is produced by the flagellates, I thought it might be feasible to check oxygen production by keeping the number of flagellates within bounds. By adding fewer crabs a more modest number of flagellates made their appearance. This resulted in a smaller oxygen production during the daylight

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hours. The oyster larvae appeared, they developed rapidly, large and mature larvae were seen in great numbers, and a heavy setting occurred on the collectors placed in the tanks.

"A high level of oxygen points at vigorous carbon dioxide assimilation. Apart from oxygen other products of assimilation are released by flagellates and kindred minute organisms. It is known that various dinoflagellates produce highly toxic metabolites during assimilation. Therefore, I am inclined to assume that too dense populations of flagellates in experimental tanks hamper the development of oyster larvae by producing dangerous quantities of toxic excretes. A high level of oxygen is only an indicator of too vigorous assimilation activities, which may lead to concentrations of external metabolites injurious to oyster larvae.

"The results so far obtained are encouraging and promise to open up the so far unexplored field of heredity and selection in the oyster, which ultimately may yield most important practical results to the oyster industry."

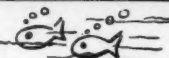
Election of Officers

James S. Darling of J. S. Darling & Son, Hampton, Va., who has served as president of the Oyster Growers and Dealers Association since 1941, was reelected for the coming year. Also renamed for another term were Paul O. Mercer, Bluepoints Co., Inc., West Sayville, N. Y., 1st vice president; and J. Richards Nelson, F. Mansfield & Son, New Haven, Conn., 2nd vice president. Dr. Lewis Radcliffe of Washington continues as executive secretary-treasurer.

The National Shellfisheries Association reelected Dr. Victor L. Loosanoff, Fish & Wildlife Service, Milford, Conn., president; Dr. James W. Gowanloch, Louisiana Department of Conservation, vice president; and James B. Engle, Fish & Wildlife Service, Annapolis, Md., secretary. David H. Wallace, Maryland Department of Tidewater Fisheries, was named treasurer.

The Convention was conceded generally to be of record-breaking importance from all angles. The attendance was unusually large. Nearly 50 ladies were present, and enjoyed the special program arranged for them by the Ladies' Entertainment Committee, under the direction of Mrs. Royal Toner, chairman. The chairman of the Convention Committee was Otto J. Alletag.



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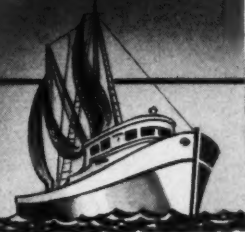
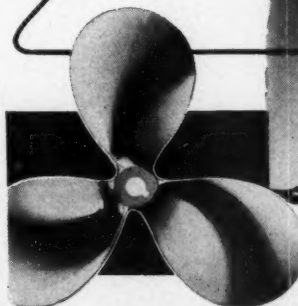
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Take the lead
out of your log

Perhaps your charted
day's run doesn't match
up with the engine room
log for engine turn-over.
Chances are you are swinging
balance or pitch or not fitted
Next time you pull out, slip or

wheel that is either out of
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day's run increase at the
same engine speed. Federal
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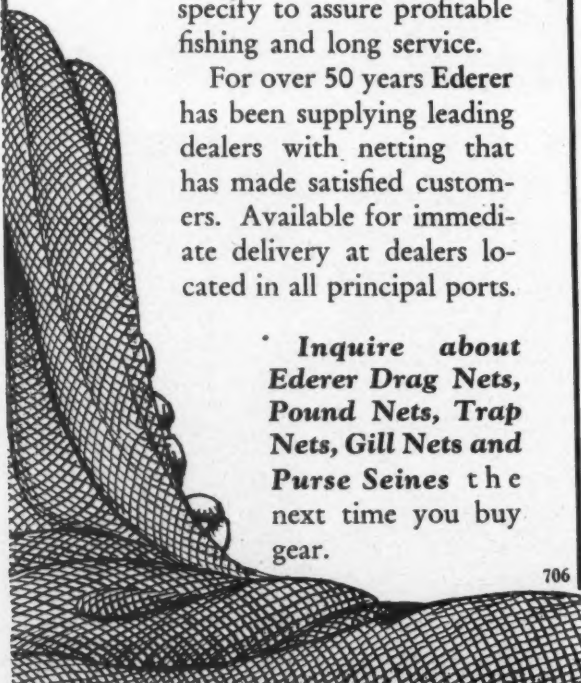
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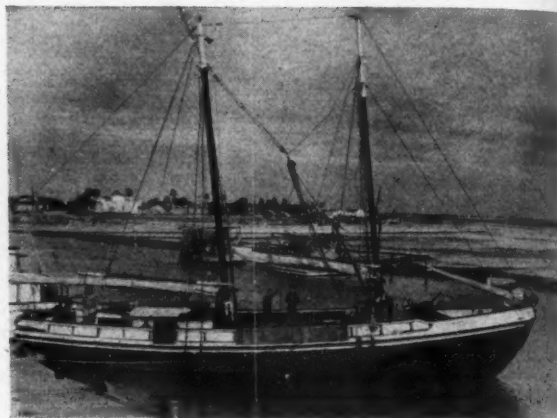


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The 57' snapper boat "Neptuna" owned and skippered by Capt. Wesley Moore of Port Isabel, Tex. She is painted with Pettit paint and equipped with a 90 hp. Superior Diesel, Columbian propeller, Willard batteries, Columbian rope, Pflueger hooks, Bludworth depth recorder and RCA radiotelephone.

Texas Has Biggest Shrimp Run in Ten Years

One of the largest shrimp runs in more than ten years put in an appearance in the Gulf of Mexico off Port Aransas the latter part of May. Catches of 5,000 and 10,000 lbs. were not unusual, and one skipper unloaded 20,000 lbs. of jumbo shrimp at an Aransas Pass fish house.

The peak of the run, however, was short-lived. The weather was against the skippers, keeping many boats in port for almost a week. At the end of the month, boats again were reporting good catches, although the shrimp were less plentiful than when the run began.

Rules Governing Seismic Explorations Amended

The first code governing seismic explorations in the Gulf of Mexico off the Texas Coast was amended recently. The principal changes involve the decreasing in size of shots from 50 to 40 lbs., and increasing burial depth for discharge shots from 10 to 20'. It also is required that at least 7 days before doing seismic exploration, each exploration party shall notify the Commissioner of the General Land Office in writing of the time and place of such exploration.

The new rules state that no shot shall be detonated within one mile of a shrimping fleet previously and in good faith operating in the area. A shrimping fleet is considered to be ten or more boats working within an area of not more than one mile in diameter.

Additions to Shrimp Fleet

A 50' shrimp trawler is under construction at Rockport for Delatte and J. T. Wright. When completed, the craft will be powered with a General Motors Diesel engine.

Alvin Brundrett of Rockport has launched his new 50' shrimp trawler *Sherry Lynn* and Elva Mullinax recently launched his 45' shrimper *Teet-M*. This boat, designed by A. C. Glass of Rockport, will be powered with a 225 hp. Diesel engine.

Menhaden to Be Studied

Professor Ralph Knapp of the Fisheries Department at Texas A. & M. College, soon will begin an extensive study of the menhaden in Texas waters, and will have his headquarters at the Rockport Marine Laboratory. Menhaden are reported to be plentiful on the Texas Coast; however, this fishery never has been developed commercially. The Wallace M. Quinn Fisheries is building a manhaden factory in the vicinity of Port Arthur, near the Mexican border.

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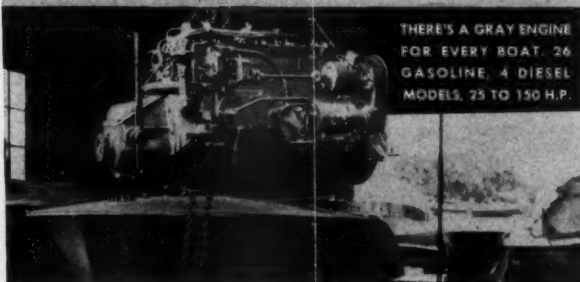
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IN 1946 a "Caterpillar" Engine, Model D4600 with a 3:1 Twin Disc reverse gear, was installed on the 45 ft. water tender "Yvonne", owned and operated by Francis Cannon of T Wharf, Boston. Since then the "Yvonne" has supplied fresh water to the boats at the Fish Pier day in and day out, summer and winter, without a hint of trouble.

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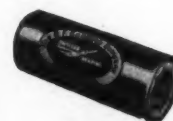


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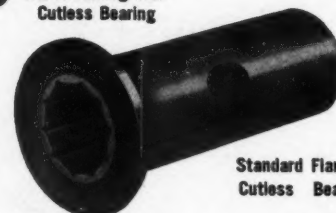
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Fish Landings for Month of May

(Hailing fares. Figure after name indicates number of trips.)

GLOUCESTER

Agatha & Patricia (2)	182,000	Lucetia (5)	18,500
Agnes & Myrnie (1)	22,000	Madame X (5)	38,000
Alice Ann (2)	140,500	Magellan (3)	240,000
Alvan T. Fuller (3)	347,000	Manuel F. Roderick (1)	115,000
America (3)	236,000	Manuel P. Domingos (2)	233,000
American Eagle (3)	216,000	Margaret & Marie (2)	32,000
Angie & Florence (2)	155,000	Margie & Roy (2)	7,000
Annie Guarino (2)	22,000	Maria Immaculata (4)	74,500
Annie (4)	29,000	Marie & Winifred (2)	123,500
Anthony & Josephine (7)	53,500	Marion & Alice (1)	135,000
Ariel (5)	33,000	Maris Stella (1)	160,000
Atlantic (1)	30,000	Marsala (2)	105,300
Austin W. (2)	119,000	Mary (6)	45,500
Babe Sears (2)	215,000	Mary F. Curtis (2)	305,500
Baby Rose (3)	389,000	Mary & Joseph (2)	132,000
Barbara C. (3)	26,000	Mary & Josephine (3)	651,000
Barbara C. Angell (3)	494,000	Mother Rose (3)	484,000
Beatrice & Rose (2)	101,000	Mother Ann (2)	337,000
Benjamin C. (2)	393,000	Nancy B. (1)	64,000
B. Estelle Burke (3)	309,000	Nancy F. (2)	81,000
Bobby & Jack (1)	66,000	Newton (1)	220,000
Bonaventure (3)	555,000	No More (7)	61,000
Brookline (1)	220,000	North Sea (2)	125,000
Carmela Maria (1)	3,000	Novelty (6)	35,500
Carol Ann (2)	235,000	Nyoda (2)	95,000
Caroline & Mary (2)	249,000	Olympia (3)	209,000
Catherine Amiraault (2)	415,000	Pam Ann (2)	320,000
Chanco (1)	127,000	Pan Trades Andros (2)	478,000
Chebeague (2)	76,000	Paul Howard (2)	295,000
Cigar Joe (2)	179,500	Philip & Grace (3)	377,000
Columbia (2)	444,000	Phyllis & Mary (3)	173,000
Conquest (1)	157,500	Pilgrim (2)	335,000
Corinthian (2)	417,500	Pollyanna (2)	260,000
Curlow (2)	370,000	Portugal (1)	100,000
Dale (3)	16,000	Positive (2)	272,000
Dartmouth (3)	358,000	Priscilla (3)	8,000
Delphin (3)	358,500	Puritan (2)	297,000
Doris F. Amero (3)	270,000	Raymonde (2)	145,000
Edith L. Boudreau (2)	192,000	Redskin (2)	222,000
Emily Brown (2)	392,000	R. Eugene Ashley (3)	240,000
Emma Marie (2)	10,500	Richard J. Nunan (1)	78,000
Eva G. Clark (4)	4,000	Rita B. (2)	222,000
Evalina M. Goulart (2)	188,000	Roma II (6)	7,400
Evelyn G. Sears (2)	85,000	Ronald & Mary Jane (2)	355,000
Falcon (3)	35,500	Sacred Heart (2)	15,500
Familia (1)	63,600	St. Anthony (2)	260,000
Florence & Lee (1)	240,000	St. Christopher (2)	242,000
Francis R. (3)	124,000	St. Nicholas (2)	385,000
Gastano S. (3)	443,000	St. Peter (3)	210,000
Gale (1)	2,000	St. Peter II (2)	350,000
Gertrude E. (2)	6,000	St. Providence (7)	48,500
G. N. Soffron (3)	374,500	St. Rosalie (3)	197,500
Golden Eagle (2)	277,000	St. Victoria (3)	363,000
Gov. Al Smith (2)	215,000	Salvatore (3)	308,700
Helen M. (2)	122,000	Salvatore & Grace (3)	147,000
Hilda Garston (2)	428,000	Santina D. (1)	47,500
Holy Family (3)	418,000	Sarah J. (1)	70,000
Immaculate Conception (2)	71,500	Sea Hawk (3)	298,000
Ira Virginia (6)	36,000	Sea King (3)	181,000
Jackson & Arthur (1)	11,000	Sebastiana C. (1)	80,000
Jane Carolyn (2)	81,500	Serafina II (4)	199,000
Jorgina Silveria (1)	65,000	Skillingolee (2)	140,000
J. B. Junior (2)	72,000	South Sea (2)	107,000
Johnny Baby (2)	9,000	Sunlight (2)	332,000
Jorgina Silveria (1)	65,000	Superior (2)	210,000
Josephine & Margaret (2)	92,000	Sylvester F. Whalen (2)	366,500
Joseph & Lucia (3)	505,000	Theresa M. Boudreau (2)	78,000
Joseph S. Mattos (3)	351,500	Thos. J. Carroll (2)	226,000
Jonie II (3)	20,000	Tina B. (2)	240,000
Julie Ann (2)	316,000	Trimembrail (2)	33,000
Killarney (2)	340,000	Uncle Guy (2)	96,000
Kingfisher (3)	681,000	V-E Day (5)	706,000
Lady of Good Voyage (2)	183,000	Venture II (2)	213,000
Leonard & Nancy (1)	121,000	We Three (7)	46,000
Leretha (1)	115,000	Whitestone (3)	200,000
Lorine III (1)	56,000	Wind (2)	291,000

Scallop Landings (Gallons)

Bright Star (2) 2,000

NEW YORK

Buzz & Billy (1)	29,000	Paolina (1)	25,000
Felicia (2)	91,000	Rosalie F. (1)	30,000
Florence B. (1)	17,200	S #31 (1)	27,000
John G. Murley (2)	104,100	Sunapee (2)	72,000
Katie D. (2)	95,800	Virginia (1)	84,500
Major J. Casey (1)	9,400		

Scallop Landings (Gallons)

Amelia (1)	650	Mary Anne (1)	850
Antonina (1)	600	Mary Ellen (1)	700
Arthur L. (1)	1,000	New Dawn (2)	1,875
Buzz & Billy (1)	1,000	Norland (3)	1,395
Charlaine C. (2)	1,900	Peerless (2)	1,090
Charlotte M. (1)	200	Rainbow (2)	1,000
Contents (1)	600	Richard Lance (2)	1,750
Florence B. (1)	1,000	Roscoe F. (1)	1,000
Friendship (2)	1,800	Sea Hawk (1)	260
Gloria F. (2)	1,600	S #31 (1)	900
Gud Kay (1)	700	Venture (1)	800
Julia K. (2)	1,200	Victoria (2)	234,000
Major J. Casey (1)	900	Whaling City (1)	1,000
Mary (3)	2,400		

PORTLAND

Alice M. Doughty (2)	118,000	Lawson (2)	74,000
Althea (1)	55,000	Machonoch (1)	68,000
Andarte (3)	323,000	Mary & Helen (3)	3,000
Annie Louise (4)	21,000	Mary S. (6)	34,000
Carla Cara (3)	213,000	Nautilus (2)	163,000
Carolyn & Priscilla (3)	300,000	Nora D. Sawyer (2)	7,000
Cherokee (1)	79,000	Notre Dame (1)	105,000
Courier (2)	143,000	Onward III (1)	6,000
Elinor & Jean (4)	205,000	St. Michale (1)	2,000
Ethelina (5)	372,000	Silver Bay (5)	551,000
Evzone (4)	264,000	Vagabond (2)	144,000
Jackie B. (2)	12,000	Willard Daggett (2)	49,000
Lawrence Scola (1)	11,000		

NEW BEDFORD

Adventurer (5)	95,000	Josephine & Mary (2)	89,000
Alden (2)	53,000	Junojaes (2)	112,700
Alice May (4)	18,700	Kelbarsam (3)	38,800
Alva (2)	18,400	Lainee K. (1)	1,300
America (2)	16,100	Leah F. (2)	143,200
Angenette (2)	10,700	Lera G. (1)	18,500
Anna (2)	13,800	Liberty (3)	33,400
Annabelle R. (3)	34,200	Lt. Thomas Minor (5)	25,900
Anna C. Perry (4)	65,400	Lisboa (2)	19,300
Annie Louise (6)	63,500	Little Chief (1)	10,000
Annie M. Jackson (3)	23,800	Lois (1)	3,000
Ann & Marie (4)	28,700	Lucky (2)	11,000
Arnold (1)	1,400	Mabel Mae (2)	64,100
Automatic (1)	6,300	Madeline (2)	8,000
Baby Doll (3)	19,400	Magellan (3)	18,600
Barbara M. (3)	77,200	Mandalay (1)	1,300
Barracuda (4)	37,500	Marge E. (1)	7,100
Bernice (3)	16,300	Maria Julia (4)	49,900
Bethulia (3)	45,000	Mary E. (6)	36,800
Bozo (2)	7,800	Mary J. Hayes (2)	112,000
California (1)	23,000	Mary & Joan (1)	41,000
Cape Cod (1)	6,700	Mary W. (2)	16,200
Capt. Deebold (2)	23,800	Mayflower (3)	29,400
Captain Drum (1)	25,000	Mildred & Myra (4)	50,700
Captain Mel (1)	12,100	Minnie V. (4)	18,400
Carl Henry (3)	155,500	Mishum (3)	81,800
Carl J. (2)	13,400	Molly & Jane (5)	7,300
Carlo & Vince (2)	67,000	Morning Star (2)	56,000
Carol & Dennis (5)	46,900	Nami Bruce III (2)	27,300
Carolyn & Gary (1)	16,000	Nashawena (3)	10,700
Catherine T. (2)	104,600	Nellie (2)	10,300
Charles E. Beckman (5)	73,000	New England (1)	6,200
Christine & Dan (2)	19,400	Noah A. (1)	169,000
Clara T. (3)	17,900	Noreen (3)	20,000
Clifton (1)	13,000	North Star (1)	1,500
Clinton (3)	48,600	Palmer Island (1)	48,700
Connie F. (2)	16,700	Paolina (2)	28,600
Conquest (1)	6,300	Papoose (3)	23,700
Dauntless (3)	41,000	Patty (3)	126,700
Doris (4)	12,800	Pauline H. (2)	101,600
Dorothy (3)	13,300	Penguin (4)	30,600
Dorothy & Betty (4)	19,100	Petrel (3)	22,400
Driftwood (4)	35,600	Phyllis J. (2)	42,800
Ebenezer (3)	10,200	Portugal (5)	24,700
Edith (3)	38,300	Prosperity (2)	17,200
Eleanor (1)	43,000	Quest (3)	6,800
Eleanor K. (2)	14,300	Ranger (1)	7,600
Eleanor May (2)	14,800	Reneva (1)	10,400
Elva (5)	22,400	Rita (1)	68,800
Elva & Estelle (5)	78,600	Rose Jarvis (5)	26,000
Elva L. Beale (4)	33,200	Rose & Lucy (1)	30,600
Etta K. (4)	42,700	Rosemarie (4)	8,800
Eugene & Rose (3)	55,100	Rosemarie V. (3)	34,700
Fairweather (3)	28,400	Rosie & Gracie (2)	31,700
Fan & Mary (1)	6,500	Rosie II (2)	15,000
Frances & Marion (1)	3,800	Ruth M. (4)	29,400
Frankie & Rose (2)	87,000	St. Anthony (2)	34,300
Fred Henry (4)	29,700	St. Joseph (1)	2,000
Gannet (4)	130,800	St. Theresa (1)	7,000
Gertrude D. (5)	78,300	St. Treza (1)	4,900
Gladys & Mary (2)	30,000	Sandra & Jean (4)	46,600
Gloucester (1)	16,000	Santa Lucia (1)	20,000
Grayling (3)	8,700	Santina (3)	14,600
Gull (1)	64,700	Sea Fox (2)	17,800
Harmony (5)	27,100	Serafina (3)	17,700
Harvest (3)	10,600	Serafina N. (2)	58,000
Hazel (1)	13,700	Shirley & Roland (5)	69,300
Hazel S. (1)	6,200	Sister Alice (3)	18,900
Headia (2)	12,500	Solveig J. (4)	224,000
Helen Mae (1)	6,600	Sonny & Joyce (4)	27,400
Hilda (2)	5,500	Southern Cross (3)	23,500
Hope (3)	39,100	Stanley B. Butler (2)	148,900
Ida & Joseph (1)	22,000	Stella (1)	6,000
Idelwild II (2)	3,700	Susan R. (3)	16,200
Invaider (2)	31,000	Susie O. Carver (4)	37,800
Irene & Walter (4)	21,800	Theresa (1)	9,800
Ivanhoe (3)	32,100	Theresa & Jean (2)	147,600
Jacintha (3)	167,300	Three Pals (3)	27,100
Jackie B. (1)	27,000	Three Sisters (2)	50,000
Janet Elise (5)	42,500	Trio (2)	13,100
Jennie & Julia (1)	5,500	Turtle (3)	24,700
Jennie & Lucia (1)	26,000	Two Brothers (3)	32,100
J. Henry Smith (5)	36,700	Two Brothers (R.L.) (1)	16,700
Joan & Ursula (2)	82,900	Vagabond (1)	5,800
Johnny Boy (2)	16,400	Victor Johnson (3)	55,400

(Continued on page 40)

Most Luck's Good Luck

with **MONEL** on board



MONEL fittings, shafts, and fastenings protect your boat — and cost less in the long run

Broken shafts, rusted water and gas tanks, rusted or corroded hull fastenings, rust-fouled gear... these are *bad luck* for any boat; both expensive and dangerous.

How can you dodge bad luck of this kind? It's easy! Buy rust-corrosion-wear insurance in the form of *Monel*.^{*} For *Monel* is a real seagoin' metal—rustproof, corrosion-resistant, tough, and stronger than structural steel. Yet it costs only a small percentage more than other good quality metals.

The little extra you pay for *Monel's* resistance to stress and salt water corrosion is *all* you pay in years and years of trouble-free service. Thus, *Monel* shafting is more economical than any other; and *Monel* "Anchorfast" nails—with rings that wedge into the wood—are good for the life of the hull. They will never rot the surrounding wood.

And as for dependability—the tuna clipper *Queen Mary* has used the same *Monel* shaft for eighteen years; the *Viola Irene*, little Nova Scotia fisherman, has had eleven years of perfect service from her *Monel* shaft!

Check with your marine dealer today. He can get *Monel* fittings, fastenings, shafts, and sheet for tanks and galleys from the stock of any INCO Source of Supply listed below.

CALL OR WRITE THESE INCO DISTRIBUTORS

Atlanta 3, Ga.
J. M. Tull Metal & Supply Co.
285 Marietta Street
Baltimore 17, Md.
Whitehead Metal Products Co., Inc.
413-415 West North Avenue
Buffalo 2, N. Y.
Whitehead Metal Products Co., Inc.
234 Court Street

Cambridge 39, Mass.
Whitehead Metal Products Co., Inc.
281 Albany Street
Montreal 3, Canada
Robert W. Barram, Ltd.
277 Duke Street
New York 14, N. Y.
Whitehead Metal Products Co., Inc.
303 West Tenth Street
Philadelphia 40, Pa.
Whitehead Metal Products Co., Inc.
1953-75 Hunting Park Ave.

THE INTERNATIONAL NICKEL COMPANY, INC., 67 Wall St., New York 5, N. Y.



Monel *EMBLEM OF SERVICE

"It's the SEAGOIN'® metal"

*Reg. U. S. Pat. Off.

Viking (5)	139,000	William B. (1)	10,600
Viking (Chilmark) (3)	14,400	William Chesebrough (1)	3,500
Wamsutta (3)	99,200	Winifred M. (4)	48,800

Scallop Landings (Gallons)

Abram H. (2)	2,000	Malice (1)	1,000
Adele K. (3)	2,325	Malvina B. (3)	2,125
Agda (2)	1,700	Marie & Katherine (2)	1,600
Alpar (2)	2,000	Martha E. Murley (2)	1,650
Antonina (1)	800	Mary Canas (2)	1,500
Antonio (2)	1,800	Mary D'Eon (2)	2,000
Arthur L. (1)	1,000	Mary J. Landry (2)	1,025
Barbara (2)	1,350	Mary & Julia (2)	1,675
Beatrice & Ida (1)	1,000	Mary R. Mullins (3)	3,000
Bobby & Harvey (2)	2,000	Mary Tapper (1)	950
Camden (2)	1,550	Moonlight (1)	1,000
Captain I (2)	1,800	Muriel & Russell (2)	1,350
Carol & Estelle (2)	1,800	Newfoundland (2)	1,850
Catherine & Mary (1)	1,000	Olive M. Williams (1)	1,000
Christina J. (3)	3,000	Palestine (1)	900
Connecticut (1)	550	Pearl Harbor (1)	1,000
Dagny (2)	1,600	Pelican (2)	2,000
Doris Gertrude (2)	1,500	Porpoise (2)	2,000
Dorothy & Mary (1)	900	Ramona (2)	1,750
Eunice-Lilian (2)	1,800	R. W. Griffin, Jr. (1)	800
Fairhaven (2)	2,000	St. Ann (1)	700
Flamingo (2)	1,950	St. Rita (1)	700
Four Sisters (1)	1,000	Sankaty Head (1)	200
Francis J. Manta (2)	1,060	Sea Ranger (2)	1,600
Friendship (2)	1,800	Shannon (1)	800
Gay Head (2)	1,550	The Friars (2)	1,900
Growler (2)	1,950	Ursula M. Norton (2)	2,000
Janet & Jean (2)	2,000	Venture I (3)	2,300
Jerry & Jimmy (2)	1,800	Viking (1)	700
Kingfisher (2)	1,925	Virginia & Joan (1)	450
Linus S. Eldridge (3)	3,000	Whaler (3)	1,200
Louis A. Thebaud (1)	800	Wm. D. Eldridge (3)	3,000
Lubenray (1)	1,000	Wm. H. Killigrew (2)	1,650
Malene & Marie (2)	2,000	Wm. J. Landry (2)	1,700

BOSTON

Acme (5)	53,200	Lynn (3)	256,800
Addie Mae (7)	91,100	Maine (2)	295,500
Adventure (1)	69,000	Margee & Pat II (3)	312,000
Agatha & Patricia (1)	1,800	Marjorie Parker (3)	133,700
Albatross (3)	120,300	Maria del Soccorso (7)	72,400
Alphonso (3)	19,300	Maria Guiseppe (3)	8,100
Anna Guarino (2)	14,300	Marjorie (1)	40,000
Annie & Josie (6)	62,500	Marsala (1)	19,700
Arlington (3)	158,900	Mary & Jennie (5)	59,800
Atlantic (2)	104,300	Mary J. Hayes (1)	81,500
Ave Maria (5)	49,300	Mary & Joan (2)	131,000
Bay (2)	183,200	M. C. Ballard (3)	250,400
Billow (2)	218,000	Michael G. (6)	84,900
Bonnie (3)	394,500	Nancy B. (2)	103,100
Breaker (2)	256,400	Neptune (2)	141,400
Breeze (2)	185,600	New England (1)	15,800
Brother Joe (1)	16,900	Nina B. (3)	231,500
Calm (3)	358,500	Nova Antonio (5)	26,900
Cambridge (3)	345,200	Ocean (2)	257,200
Cape Cod (1)	21,800	Ohio (2)	111,600
Carmela Maria (Dragger) (3)	54,000	Olympia La Rosa (4)	205,800
Carmela Maria (L. Tr'ler) (5)	24,400	Paulina (1)	1,700
Carole June (3)	180,200	Phantom (2)	298,000
Catherine B. (Dragger) (3)	138,500	Pioneer (3)	57,000
Catherine B. (L. Tr'ler) (5)	25,900	Plymouth (2)	174,800
Chas. M. Fauci, Jr. (2)	162,500	Princess (1)	15,700
Clipper (2)	160,100	Quincy (2)	186,200
Cormorant (2)	37,900	Racer (2)	236,000
Crest (2)	267,300	Red Jacket (3)	500,700
Delaware (3)	523,700	Richard J. Nunan (1)	36,300
Diana C. (3)	74,200	Robert & Edwin (6)	41,200
Dorchester (2)	131,000	Roma (6)	37,800
Drift (2)	262,200	Rosalie D. Morse (2)	146,200
Eddie & Lulu M. (4)	28,400	Rosemarie (1)	36,000
Elizabeth B. (2)	148,600	Rosemarie M. (2)	224,000
Esther M. (3)	344,300	Rosie (6)	107,300
Estrela (2)	206,100	Rush (2)	179,100
Ethel (6)	41,700	St. Anna (3)	24,400
Eva M. Martin (4)	32,900	St. Francis (5)	53,800
Eva II (3)	34,200	St. Joseph (L. Tr'ler) (3)	18,600
Familgia (2)	54,100	St. Michael Angelo (2)	12,500
Fanny F. Hickey (6)	84,500	St. Theresa (3)	16,200
Flow (2)	392,000	San Antonio (3)	16,800
Flying Cloud (3)	302,500	San Calogero (7)	112,300
4-A-608 (3)	7,800	Santa Lucia (2)	18,800
4-E-885 (3)	10,800	Santa Rita (4)	30,100
4-G-370 (4)	18,300	Santo Antonino (1)	42,000
4-G-673 (3)	8,300	Savoia (3)	16,400
4-H-823 (2)	8,800	Sebastiano & Figli (5)	58,700
Francesca (5)	30,800	Squall (2)	323,500
Geraldine & Phyllis (3)	206,000	Storm (2)	266,700
Gudrun (2)	190,900	Surf (1)	160,500
Homer (1)	16,100	Surge (2)	285,500
J. B. Junior (2)	106,700	Swell (3)	295,000
J. B. Junior II (6)	68,300	Texas (1)	45,300
Jennie & Julia (1)	17,000	Theresa R. (2)	101,700
Jennie & Lucia (1)	70,000	Thomas D. (3)	147,500
Joe D'Ambrosio (4)	33,200	Thomas Whalen (3)	223,000
Josephine (4)	26,000	Three of Us (3)	45,000
Josephine Ess (2)	298,800	Tide (2)	240,500
Josephine F. (4)	13,400	Triton (2)	145,500
Josephine P. II (3)	126,100	Two Pals (6)	67,300
Josie M. (6)	61,700	Victory II (5)	85,800
Lark (2)	259,500	Virginia (1)	57,500
Lawrence Scola (3)	32,100	Wave (2)	319,500
Leonarda (3)	15,700	Weymouth (3)	211,000
Leonard & Nancy (1)	50,500	Wild Duck (2)	151,000
Liberty II (6)	105,100	Wm. J. O'Brien (3)	386,000
Little Nancy (4)	130,100	Winchester (2)	196,400
Louise (3)	168,100	Winthrop (3)	185,800
Lucky Star (3)	304,700	Yankee (5)	85,700

Scallop Landings (Gallons)

Bettina (2)	1,000	Hazel B. (2)	1,750
Charlotte M. (1)	700		

Yachtsman:

Do You Want the Best Engine?
Then Specify One With An

S-N GEAR

1. because it has a minimum of wearing parts . . . less up-keep, and is easily serviced.
2. because gearing is straddle-mounted . . . assures good alignment.



THE SNOW-NABSTEDT GEAR CORP.

P. O. Box 1753

New Haven, Connecticut, U. S. A.

Fisherman:

Guarantee your investment
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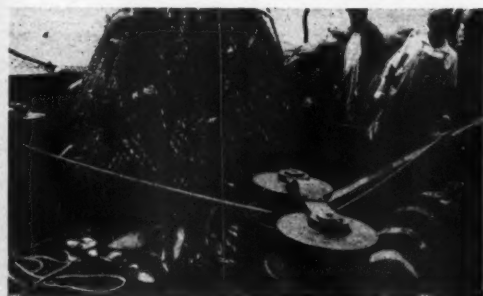
S-N GEAR

1. because spring-loaded clutch minimizes need for adjustments.
2. because herringbone reduction gear is the strongest made.

Write
for literature on
Finger-Tip control
and for
"Rules of the Road."

FISHING EQUIPMENT

for all sizes of
Draggers and Trawlers



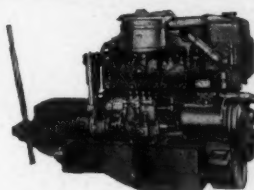
Distributors for

GRIMSBY Trawl Nets & Fittings
WALL and PLYMOUTH Ropes,
Twines, and Pot Warps
AMERCOAT Anti-Fouling
Paint and Plastics
ROEBLING Wire Ropes
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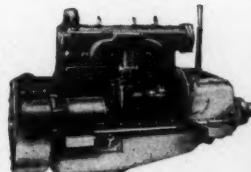
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WESTERBEKE FISHING GEAR CO.
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Branch Store and Warehouse at Gloucester

The POWER that PAYS

65 hp. at
1900 rpm.
for steady
service.



NEW Full Diesel, 4 cyl., 4 1/4 in.
x 4 1/2 in., 255 cu. in. displ.



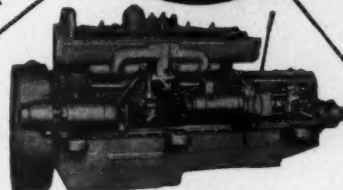
ARROWHEAD

25-45 hp., 4 cyl., 3 1/2 in. x 4 1/2 in., 186 cu. in., 1000-2000 rpm.

ARROWHEAD JUNIOR

20-40 hp., 4 cyl., 3 1/4 in. x 4 in., 133 cu. in., 1000-3000 rpm.

Red Wing
MARINE
ENGINES



HIAWATHA SPECIAL

58-90 hp.
6 cyl., 4 in. x 4 1/4 in., 320 cu. in., 1500-3000 rpm.

7 Gasoline Models: 7 hp. to 140 hp.—3 Spark Diesel
Types: 42 hp. to 140 hp. — 1 Full Diesel: 65 hp.

RED WING MOTOR CO., RED WING, MINNESOTA

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Bendix Develops Automatic Pilot

Eclipse-Pioneer Div., Bendix Aviation Corp., Teterboro, N. J., has developed a new type of marine automatic pilot system which was exhibited at the National Marine Exposition last month. With the system installed on a commercial vessel, it will direct the craft either automatically or by manual electrical control, and release a crew member from duty at the wheel to useful work elsewhere on the vessel. A remote control unit is included with the pilot system to make complete steering control possible from almost any position on the boat.

Features of this auto-pilot include: an adjustable rudder pattern which enables it to be set to conform to the inherent steering characteristics of different types of vessels; automatic rudder centering, which corrects neutral position of the rudder with changes in wind, speed, and trim; sensitivity control of rudder responses for elimination of useless rudder movements in rough water.

International Nickel Corrosion Booklet

A new booklet discussing various aspects of galvanic corrosion has been issued by The International Nickel Co., 67 Wall St., New York 5, N. Y. Prepared under the supervision of the Company's corrosion engineering section, the booklet not only covers some of the factors influencing galvanic corrosion but also presents data on how galvanic effects can be minimized.

Wico Develops Adjustable Magnetos

An adjustable coupling for flange mounted magnetos is now available, reportedly for the first time in the industry, on certain models made by Wico Electric Co., West Springfield, Mass. This new development provides an impulse coupling with an adjustable lug plate that can be set to any position required by any engine application.

There are two models of four-cylinder S.A.E. flange-mounted magnetos equipped with these adjustable lug plates: the XH2500 which rotates clockwise and the XH3000 which rotates counter clockwise. A knurled lock nut, with two set screws and a tool hole, tightens around the lug plate. On the lug plate are five marked positions, lettered A through E, and providing five different lag angles at which the lugs can be set. Through this new adjustable lug plate, magneto replacements can be made on 68 different models made by eleven different engine manufacturers with just the two different magneto models.



Commander L. Poirier, Chief of Naval Material, French Merchant Marine Mission, congratulates Robert E. Friend, center, president of Nordberg Manufacturing Co. and Roland W. Bayerlein, vice president and general manager of the Company's Heavy Machinery Division, after presenting them medals of honor from the French Government. The awards were made in recognition of Nordberg's contribution toward the reconstruction of the French Merchant Marine.

Greene Represents Higgins in Boston

Harold L. Greene, formerly associated with Sturgeon Bay Shipbuilding and Dry Dock Co. for several years, has joined Higgins Inc. of New Orleans, La., as Boston manager, with offices at 148 State Street, Boston, Mass.

Higgins Inc. is one of the outstanding shipbuilders in the United States. Mr. Greene will represent the firm for the construction of steel commercial vessels. The Yard is capable of building fishing trawlers and dragners, cargo ships, tankers, tugs, barges, fire boats and every type and style of fine vessels.



Harold L. Greene

Columbian Rope Names Branch Managers

Thomas B. Robertson has been promoted to manager of the Columbian Rope Co. southeastern branch, and David L. Wiggins has been appointed manager of the mid-Atlantic territory.

Robertson has represented Columbian in southeastern United States for 25 years. The territory he will manage extends from Norfolk, Virginia, to Havana, Cuba, and includes practically all of seven southeastern States.

Wiggins will be in charge of the recently enlarged mid-Atlantic branch which handles Columbian sales in southern Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, northern Virginia and the District of Columbia.

Twin Disc Magazine Stresses Service

Copies of the latest issue of "Production Road", a magazine published by Twin Disc Clutch Co., Racine, Wis., are available. This issue pays a pictorial tribute to the sales engineers, dealers and service men who represent Twin Disc throughout the United States and Canada. It pictures their buildings, repair facilities and stocks of parts maintained.

Designated the "Sales and Service Issue", the 20-page magazine describes the Company's new production methods of service parts and the Twin Disc line of clutches, hydraulic drives and marine gears.

Michigan Propeller Stock Increased

In a recent expansion movement designed to expedite delivery, Michigan Wheel Co., Grand Rapids, Mich., has vastly increased both its warehousing facilities and its stocks of finished and semi-finished propellers. This involves over one and one-half miles of storage bins carrying 10,000 completely finished propellers of the inboard type, and from 8,000 to 12,000 semi-finished propellers which can be completed promptly to meet customers' specifications.

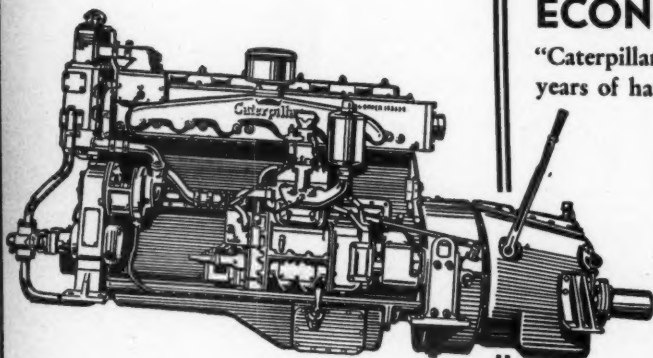
"World Fisheries Year-Book" Published

British-Continental Trade Press Ltd., 222, Strand, London, W.C.2., England, has published a "World Fisheries Year-Book" for 1948. This comprehensive manual and directory of the world's fisheries and the international trade in fresh and preserved fish is wide in scope, and gives detailed treatment to each subject.

A special chapter describes more than 70 varieties of market fish with many illustrations. The "World Survey" records developments in practically every country of importance, and special attention is given to research as well as to the practical side of fishery and fish processing. The Directory is divided into 9 sections listing more than 2,000 firms throughout the world engaged in the fisheries industries, processing, exports, imports and manufacture of fish by-products.

"CATERPILLAR"

Diesel Marine Engines



MODEL D13000 — 115 HORSEPOWER

Six engine sizes are available, ranging from 26 to 135 horsepower (Continuous).

Built For ECONOMY — DEPENDABILITY

"Caterpillar" Diesels are designed and built to give you years of hard, lugging power service—yet they require little care or attention. They are famous for their economy in fuel and lubricating oil consumption. Clean, easy and economical to operate and service.

There's a "Caterpillar" that's best for your boat. Write today for FREE literature.

Marine Division

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Exclusive Maine Distributors of "Caterpillar" Diesels

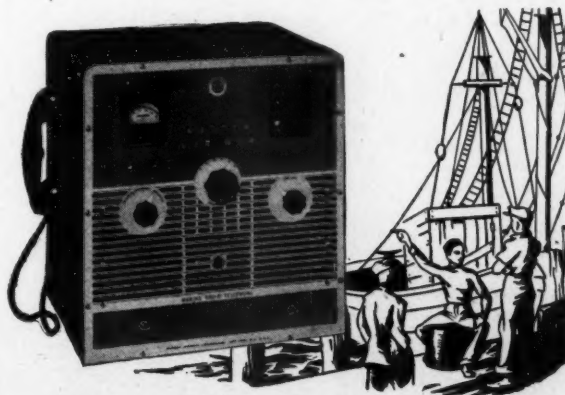
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New Building, Repairs and Conversions

Our modern yard is conveniently located and fully equipped for prompt hauling and servicing of all types of commercial vessels up to 175 feet. Our railways handle up to 500 tons. Nearly 40 years' experience in designing and building fine yachts, commercial and Government vessels, both wood and steel, merits your attention for new construction or repairs.

LUDESHIP MARINE CONSTRUCTION CO.
Stamford Connecticut



The talk of the waterfront:

HUDSON AMERICAN'S "MASTER MARINER" MARINE RADIO TELEPHONE

From Boston's trawlers to the great Northwest's trollers... from the Gulf's shrimpers to California's crack tuna clippers... and in shipping centers throughout the country... when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"... its high quality... its fine unflinching performance... its ability to stand up under grueling conditions.

More and more commercial operators prize the unvarying reliability of this stellar performer... Pioneers in marine radio telephones, Hudson American offers the best equipment procurable at any price.

Write for information



HUDSON AMERICAN CORPORATION

A subsidiary of Reeves-Ely Laboratories, Inc.
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PFLUEGER
O'Shaugnessy
HOOKS

HOLD TIGHT

Tough, correctly-tempered steel goes into the making of PFLUEGER O'Shaugnessy Hooks. Needle-sharp points afford easier penetration. All Pflueger products are Quality-built for dependable service.

The Enterprise Mfg. Co., Akron, Ohio

PFLUEGER (PRONOUNCED "FLEW-GER")
A Great Name in Tackle



▲ Underneath her fanciful name, the "June Bride" of Montauk Point is a hard-working, practical fishing vessel. Like countless other craft, she relies on a dollar-saving, dependable "Caterpillar" Diesel Marine Engine. For this profitable marine power and money-saving service, call on the H. O. Penn Machinery Co.

H. O. Penn Machinery Co.
INCORPORATED

NEW YORK, N. Y. MINEOLA, L. I. POUGHKEEPSIE, N. Y. NEWINGTON, CONN.

Columbian Issues Rope Catalog

An attractive, fact-filled, 64-page rope catalog has been issued by Columbian Rope Co., Auburn, N. Y., and is available on request.

Much time, effort and research have gone into compiling the information contained in this catalog which is complete, yet brief, and to the point. Specifications are given for the various ropes manufactured by Columbian to aid the buyer in determining the most satisfactory rope for his use. The catalog also is designed for use as a handbook to educate new men in the industry.

The varnished cover carries an overall design of Columbian Tape Marked Pure Manila Rope, coiled down in a manner commonly seen on decks, and showing the red, white and blue Columbian surface markers.

The many ropes of various construction and lay are grouped in the catalog according to the major fields served by Columbian. The information applying to each rope is grouped conveniently under the following headings: quality, size, use, specifications and stock.

On-the-spot photographs of rope in actual use illustrate the new catalog, which also contains information on fibres used in rope manufacturing and how the rope is made.



Columbian Rope catalog.

Caterpillar Pamphlet Available

Caterpillar Tractor Co., Peoria 8, Ill., has issued for general distribution a new pamphlet, Form 11159, entitled "Work Boats". The pamphlet presents facts about Caterpillar Diesel power on the water and shows fishing boats operating out of various United States ports.

New Book "Southeast of Noman's"

Melvin J. Barker, artist and fisherman, has produced "Southeast of Noman's", a pictorial story with running text depicting the struggle of men wrestling a living from the sea 20 to 50 miles off Martha's Vineyard. This open diary, just published by The John Day Company, 2 West 45th St., New York, tells of a trip aboard the dragger *Southern Cross* from the time the glass is favorable for a run until the ship ties up again.

Emotional scenes show the crew struggling with the net, hauling anchor and taking in the marker buoy. The reader shares the tense excitement of drifting through fog, the weariness of the dog watch and the relief of hot food in the galley between tows.

Keeping Time of Frozen Fish Extended

A demonstration of ascorbic acid pre-treatment of certain frozen fish was given by Hoffman-LaRoche, Inc., Vitamin Div., of Nutley, N. J. at the annual convention of the National Assn. of Frozen Food Packers in Chicago.

This pre-treatment with ascorbic acid (Vitamin C) is widely used in retarding oxydation in other frozen foods and is claimed by Hoffman-LaRoche to retard rancidity, color change and the development of old fish taste in certain oily species of fish. Therefore, it is said that the keeping time of these fish is greatly increased.

Those species found responsive to the treatment include salmon, Pacific Coast rockfish, Atlantic Coast shad and mackerel and to some extent rosefish filets. Investigators, however, advise that the effect of the ascorbic acid application in fish on which experimental data is not available be studied before considering its use in commercial processing.

New York Fishery Council Re-elects Wilkisson

At the annual meeting of the Fishery Council, held on May 13 in New York City, Frank W. Wilkisson, Jr., F. W. Wilkisson, Inc., was re-elected as president. Also elected to serve another term were Sol Broome, Sol Broome & Co., treasurer; and John H. Matthews, Chesebro, Robbins & Graham, Inc., secretary. August Strauss, Galilee Fish Co., Inc., was named vice-president.

Four new members were elected to the Board of Directors, in order to bring that body to full strength. They are as follows: Ted Berman, Berman Fish Co.; Henry Herzog, Herzog & Kahn; Henry Nussbaum, United Retail Fish Dealers Association; and Morton Zerdin, McDonnell Fish Co.

In the organization's annual report, members were told that the Fishery Council's activities for the past year have been directed toward the single goal of educating consumers in the variety, availability, handling and preparation of fish and shellfish. This has been accomplished through newspapers, magazines, radio, television, lectures, films, and demonstrations as well as promotional signs, posters and cook books. It was pointed out that paid advertising of an equal amount plus the actual expense of producing promotional matter would, over a ten-day period taken as an average, cost the Council \$4,500. This figure does not include market reports nor a newspaper magazine-section story valued on an advertising basis at \$35,000.

One of the bright spots of the year was the distribution of more than 100,000 of the Council's new recipe booklet, "Fish 'n' Tips". Its 29 pages contain the results of the most recent research done on fish cookery, and all the material was produced by the Fishery Council.

New Seafood Laws Passed

Among the bills passed by the 1948 New York Legislature was one which changes the opening and closing dates of the bay scallop season so that these bivalves shall not be taken except from September 16 to March 31. A second bill enacted by the Legislature makes it unlawful to engage in dredging eels or dragging in the waters of the town of Hempstead.

Another new law extends the power of the Conservation Department to make rules and regulations pertaining to the taking of surf clams for 3 years.

Hudson River Shad Catch Shows Big Gain

With production for their short season totalling over 2 million lbs., shad fishermen have removed their poles and nets from the Hudson River. Compared to last year's production of little more than 600,000 lbs., this year's shad run was fairly heavy and was a profitable one for the fishermen.

New Quick-Freeze Plant at Amagansett

Ted Lester and Frank H. Tillotson recently established a new 52' x 32' quick-freeze plant at Amagansett. The freezer has a capacity of some 4,000 lbs. per day, while the cold storage room has a capacity for over 100,000 lbs. The operators of the plant are purchasing fish produced by fishermen at Montauk as well as at Gardiners and Peconic Bays.

Porgy, Squid and Fluke

Starting about May 1 and continuing for a period of approximately 10 days, there was a continuous run of porgies at Fire Island. The fish were of good size and no culling was required. Immediately following the run of porgies, squid appeared in fairly heavy quantities.

The first week in May found a run of fluke off Montauk, with the fish all of jumbo size, although not especially plentiful.

Samuel Y. Bayles Dies

Samuel Y. Bayles, 93, owner and president of the Oyster Bay Oyster Co., Oyster Bay, Long Island, died May 27. Mr. Bayles had been in the oyster business for more than 50 years before illness forced his retirement three months ago.

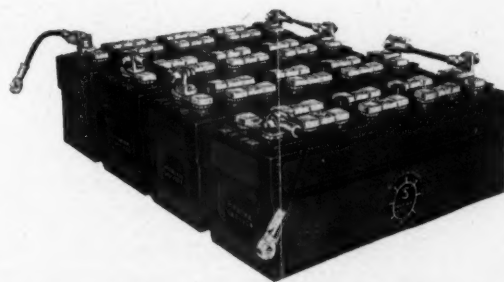
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Capt. Anthony Bertolino's 75' dragger "Phyllis & Mary" of Gloucester, Mass., is equipped with two sets of model H-H-G-31 Surrette heavy duty, 32 volt marine batteries of 283 ampere hour capacity. The batteries are used for starting the vessel's 180 hp. Diesel engine and for lighting. This installation already has given 2½ years of dependable service.



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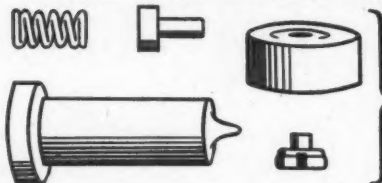


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5157393	Blower Assembly—Left
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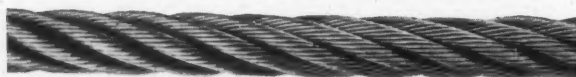
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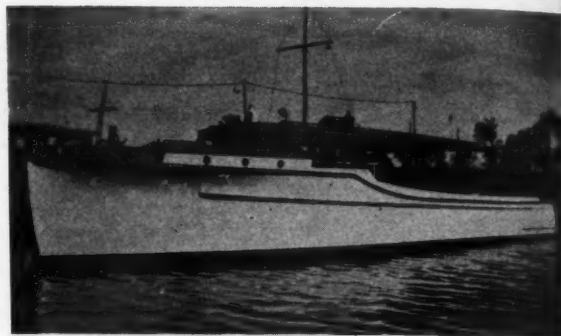
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The 48' party boat "Miss Solomons" owned by Leon Langley of Solomons, Md. She is equipped with a 115 hp. Chrysler Crown gasoline engine, Hyde propeller and uses Socony lube oil.

Maryland Assured Navy Tests Will Not Harm Fish

Assurance that Navy explosion tests in the Chesapeake Bay will not be injurious to fish was given recently by Rear Admiral A. Noble, U. S. Navy Chief of the Bureau of Ordnance, in response to an inquiry by a New Jersey Congressman. The inquiry was made as the result of complaints of commercial and pleasure boat fishermen of the area.

According to an estimate by Dr. R. V. Truitt of the Maryland Department of Research and Education, not more than 20 tons of fish have been killed in Maryland waters by explosions in any one year. This is said to be the equivalent of the catch of a single pound net fishing gear, of which there are 400 in the State's waters. The general discussion indicates that the fish would not be frightened away by the explosion tests.

Make Good Bluefish, Trout and Croaker Catches

There was a huge school of bluefish near Ocean City, Md. the last week of May, and catches up to 1,800 lbs. per boat were made. The catching of a few blues in pound nets inside the Bay has led fishermen to predict a favorable bluefish year.

Some good catches of trout and croakers also have been made recently, and bigger catches are expected when the weather improves. However, shad and herring production has been small.

Resurvey of Chesapeake Bay Being Made

The Maryland Department of Tidewater Fisheries has announced that a complete resurvey of the Chesapeake Bay is being made to determine the location of the different fishing gears including pound, gill and fyke nets. The survey was expected to require about six weeks under favorable weather conditions.

Miller Host on Tour of Bay Fisheries

Congressman Edward T. Miller of Maryland was host to fellow members of the House Committee on Merchant Marine and Fisheries on a visit to the Chesapeake Bay fisheries May 29. Members of the Atlantic States Marine Fisheries Commission also were included in the tour. The party left from Annapolis on a State patrol boat, and during the trip observed oyster and crab operations.

Oyster Shells Being Planted

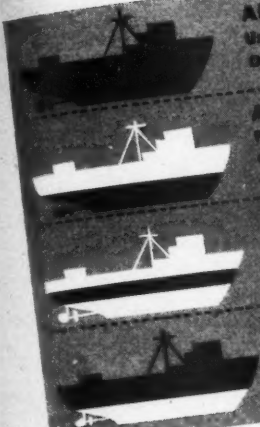
The Maryland Department of Tidewater Fisheries is planting oyster shells in the following areas: Pocomoke Sound, 30,000 bushels; Great Shoals, 35,000 bushels; and Holland Straits, 35,000 bushels. The shells were bought from Crisfield packers.

Drewer Purchases Christy Marine Railway

Howard S. Drewer, a bay captain and boat owner, has purchased The Marine Railway from Clarence A. Christy. The Railway has been in operation for over half a century, and first was known as the McCready & Nelson Railway.

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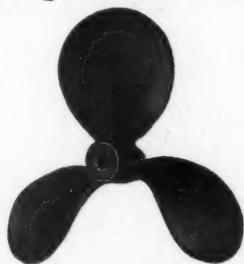
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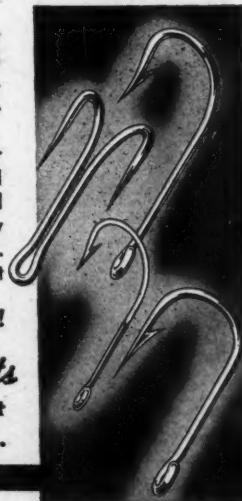
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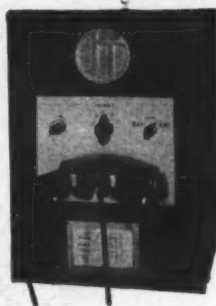
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South Carolina Starts Big Oyster Shell Planting

On May 11, what has been described as the largest single conservation measure ever undertaken by the seafoods industry in South Carolina got underway. Twenty-three boats hauled 25,000 bushels of shells to the St. Helena and Ladies Island area and planted them on oyster grounds.

Under the supervision of Chief Inspector Alonzo Seabrook and four other State Board of Fisheries inspectors, a total of 500,000 bushels of shells will be sown on Beaufort County beds. This planting is in accordance with South Carolina law which requires that shells from one-third of the previous season's catch, plus 100 bushels per acre, be planted. L. P. Maggioni Co. of Savannah is planting 60% of the shells.

Fisheries Board Appointments

Governor J. Strom Thurmond has appointed D. Fred Parker of Walterboro to fill the Colleton County vacancy on the State Board of Fisheries, succeeding J. M. Witsell. Andrew H. Dupre of McClellansville who was named to the Board to replace J. E. Wilcox from Charleston County, has succeeded Witsell as Board chairman. James W. Skinner of Georgetown has been appointed to serve as assistant inspector for the Board, succeeding Oliver B. Skinner, retired.

Port Royal Firm Seeks Wharf Permit

Woodcleft Fisheries of Port Royal has requested the Army Corps of Engineers for a permit to construct a wharf in Battery Creek for unloading shrimp and mooring shrimp boats. It would be located approximately one mile northwest of the intersection of Beaufort River and Battery Creek at Port Royal and would be T-shaped with a marginal face 200' long and 12' wide. A 12' x 225' walk would connect it to the highland.

Georgia Shrimper Lost on Beach

The 36' shrimper *Manchester* owned by H. R. Donnelly, Crescent, Ga., went aground when working too close to shore at Blackbeard Island on May 26. Although the hull was a total loss, engine and rigging were salvaged. The boat was built by J. E. Atwood at Townsend, Ga., in 1937.

New Jersey Council Acts to Reconcile Clammers

The New Jersey State Shellfisheries Council at its meeting in the State House May 18 acted to reconcile the differences between a group of Southern Ocean County clammers who are seeking to lease 220 acres of clam grounds in Barnegat Bay and a group of Waretown and Forked River clammers who are opposing the proposed leases. After hearing both sides, the Council postponed action on the 20 applications for leases pending a conference between representatives of the clammers and an official committee. The applications were supported by a group of more than 30 Southern Ocean County clammers, while there were 9 clammers present to oppose this plan.

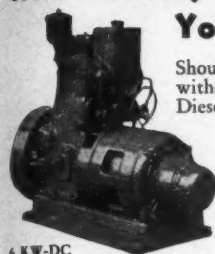
The Waretown and Forked River group contended the lessees would be in a position to divest the clam grounds of their "natural richness," and urged that if any leases are granted they be limited to 5 acres each.

The Southern Ocean County delegation maintained that the leased land was sought in order that the clammers might have areas in which to lay down takes made during periods of poor marketing conditions and hold them until there was a better market. This, they said, would improve their position substantially and make them independent and self-sustaining.

The committee appointed to discuss the matter with the Council included Herman M. Gerber of Tuckerton, who represents the 20 applicants; Percy Camp of Toms River, attorney for the opponents; and Dr. Thurlow C. Nelson, State biologist at Rutgers University.

Following the May 18 meeting, both the applicants for the clam grounds and the opponents formed organizations to further their interests. A group representing the opponents established

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the New Jersey Shell Fishermen and Citizens Protective Association at a meeting in Tuckerton May 24. The group's object is to stop all action regarding leasing of large tracts of grounds and to bar all dredging.

Designated temporary officers by vote were Rodger West, chairman, and Barzilla Pullen, secretary-treasurer, both of Tuckerton.

A group of men including several of the applicants for clam grounds met at Barnegat the latter part of May and formed a permanent organization to be known as the Progressive Baymen's Association of Ocean County. The purposes of the Association were set forth to be the study and promotion of the shellfish industry, particularly as it affects New Jersey, and the advancement of shore communities by attempting to establish a new industry.

Officers elected include H. E. Cyphers, head of the Surf City Baymen's Association, president; Robert Everett, Surf City bayman, vice-president; Joseph Becker, Barnegat, second vice-president; and William E. Leone, in charge of an experimental shellfish station at Surf City for Rutgers University, secretary and treasurer.

"Meta & Margaret" Has Big Lobster Catch

The fishing boat *Meta and Margaret*, skippered by Hans Groon, unloaded 2,000 lbs. of lobsters at the O. A. Huf fish docks at Ottens Harbor recently, which represented the largest lobster catch to be brought in to local docks this season. The lobsters, which were caught off the local coast, were shipped to metropolitan markets.

Many Party Boats in Operation

By the end of May, a large number of the party boats from Ocean City to Cape May were in operation. Excellent catches have been made in the past few weeks, thus indicating the party fishing season will be highly successful. Catches recorded to date include bass, tog, mackerel and pollock. This Summer is expected to see more party boats in operation than heretofore, as many new craft have been added to the fleet.

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They will save you fish as well — and the time and trouble of honing and repairing hooks. Examine

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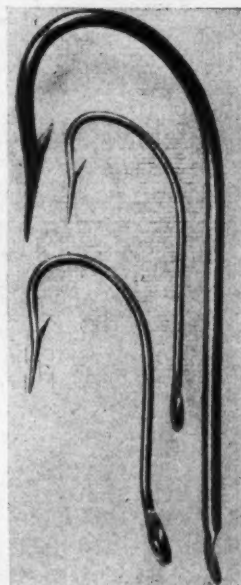
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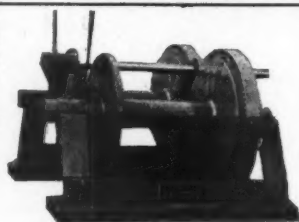
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Vineyard Bailings

By J. C. Allen

The scientists claim that there are sunspots, accounting for tough weather. Spots of any kind are cursed things, and always remind us of the epidemic in the Wolf Islands, when old Doc Pettingill reached in the window of a suspect and took his pulse with the fire tongs, declaring "By Godfrey it is smallpox and a darned bad case at that!"

Because it's almost as bad as smallpox to have a cold, windy Spring in these bearings, and it's worse when the gang professes to believe that it is all due to the cussedness of human nature.

Effects of Cold Spring

With June almost aboard, the effects of a lousy Spring are apparent everywhere afloat. Plenty of gear, normally overboard, is still on the docks. Such gear as may have been set for a number of weeks, has not been hauled with any regularity, and some of the lobster gear has been wrecked by heavy swell. Consequently, the income from the local fisheries has dropped some during the Spring months.

While no true picture can be obtained of the doings on the sea bottom and in the tide rips unless some regular program can be followed for at least a few days at a stretch, we don't believe that many of the gang are being fooled or led astray by conditions.

Some Good Catches Being Made

There are some fish this Spring. There is no question about that. The first trip of a little hand-liner lasted less than two hours on the grounds before she was blown half out of water, but she docked with half a ton of cod. Every now and then some prospecting dragger will walk into a pod of fish and fill the pens with fluke or flounder, maybe haddock.

The traps to the west of us have slaughtered the scup by all indications, and our own gear, set much later, has had a cut or two, enough to get an idea of what is hanging around. Both sides of us the mackerel netters have had a fair run of luck; for some reason never explained, mackerel, sea bass and some other varieties strike both sides of us before we get 'em, as a rule. So we say, there are some fish.

The "Flea in the Ointment"

But the "flea in the ointment", or "the cockroach in the gravy" is the fact that the minute a skipper hits fish, all his neighbors from Hell to breakfast, come to whack up. And there are not enough to go around.

We are told by the Powers that Be that more intensive fishing is necessary because of increased demand. We are told by those same Powers that the total catch in New England waters has been decreasing, and fast, for the past ten years. We also are told that people must learn to eat seafood that previously has been thrown into the wake as useless, and just a short time ago, we spoke to a Gloucester dragger skipper who said that he hove 50,000 lbs. of squirrel hake overboard because he couldn't afford to fill his hold with 'em at the price offered. He scooped 'em while dragging for flounders and cod.

The report of big fish business is filled with promise of expansion in all directions—more fish, improved distribution, better prices, more money all around. And yet the Customs report for April shows a 145% increase in imports of groundfish fillets, including rosefish, as compared to imports during the same month last year. A total of over 16½ million lbs. of fillets were imported during the first four months of this year, an increase of 127% over 1947.

Our own thought is simply this: For centuries fishermen have been poor men for the most part. Up to 50 years ago the men who had made something to retire on were very few indeed. The time came when they began to pick up extra dollars which they could salt, and from that reason, and the racket of war-time, there has come a grand rush with all hands trying to become fishermen overnight.

The result is what might be expected. Plenty of 'em have failed to make a living, never mind a profit. Yet all contrive to stir up the bottom and clutter the ocean, making it more difficult for everyone to get a trip.

New Brunswick Report

By C. A. Dixon

Campobello Seiners Make Record Herring Catch

The fact that the Campobello purse seiners broke all records regarding the quantity of sardine herring landed and the value of same in the first quarter of 1948 has caused considerable satisfaction in the industry. The catch amounted to 16,212 hogsheads, with a landed value of \$379,000. In March alone, the fishermen took 8,286 hogsheads of the fish.

Toward the latter part of May the cannery of R. A. Eaton, Ltd., Leonardville, opened for business, after having been closed for some time. All three sardine factories at Deer Island are in operation, as are three on Grand Manan and a number along the Canadian mainland shore, including that of Connors Bros., Ltd. A new sardine plant has been built at St. George, N. B., and was expected to be in operation soon.

The run of large herring in the Shediac-Buctouche area of New Brunswick got underway about the first of May, providing fishermen with a valuable income. A large amount of the fish were trans-shipped from Black's Harbor to Grand Manan fish curing establishments, where smoked herring are processed for both the United States and West Indies markets. Millions of pounds of fresh herring brought from the Northumberland Strait shore were rushed through St. Stephen and Calais to Maine canning plants located in the Eastport to Portland area. Up to the middle of the month, 40,000 hundredweight of large herring, valued at \$80,000, had passed through St. Stephen, and the fish also were shipped through several other New Brunswick ports.

Cod Takes Satisfactory

Landings of cod by the Campobello line and trawl fishermen have been satisfactory, but very few haddock have been caught. The fishermen are all ready for pollock fishing, but the fish are later this year than usual. It is expected, however, that they will strike in June, and hopes are entertained that the 1948 pollock season will produce a normal quantity of fish. In recent years pollock have been none too plentiful, and some seasons this branch of fishing has failed almost completely.

Four New Dragers Make Trial Runs

An indication of the progress being made in the introduction of dragers in the Bay of Chaleur, New Brunswick and adjacent waters is the fact that four new 59' boats recently made trial runs from Port Greville, N. S., where they were built and equipped for Caraqueet and Shippegan men. The dragers are skippered by their owners and were built for them with the aid of the New Brunswick Fishermen's Loan Board. According to H. J. Robichaud, Director of Fisheries for New Brunswick and secretary of the Loan Board, the trial runs were the best yet. The boats averaged 10 knots, and are said to have performed very well.

Improvements Being Made at Dark Harbor

Tons of gravel and rock were removed during May from Dark Harbor Pond, which is located along the western coast of Grand Manan, and the operators of the pond plan to build a new gate so that more sardine herring can be shut in while awaiting a market. The pond consists of a landlocked harbor, at one end of which there is an opening through which the sea or tide rushes in and out.

For many years great quantities of sardine herring have been trapped in the harbor after having been forced in by the tide. There is a toggle system which permits the water to flow in and out but keeps the impounded fish securely inside.

Capt. Foster Has New Sardine Carrier

Among the new boats in the New Brunswick fleet is a 51' sardine carrier owned by Capt. Harold Foster of Grand Harbor, Grand Manan. The new craft, built at Cape St. Mary's, N. S., is powered with a Chrysler engine and has spacious fo'c's'le accommodations. She has a carrying capacity of 40 hogsheads, and will freight sardine herring for the B. H. Wilson Fisheries (Canada) Ltd., which firm has a large sardine cannery at North Head.

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Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

- *R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
- Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- *Surrette Storage Battery Co., Salem, Mass.
- *Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

- Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- *Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- *Columbian Rope Co., Auburn, N. Y.
- *The Edwin H. Fidler Co., Philadelphia 24, Pa.
- *New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
- Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
- Bludworth Marine, 100 Gold St., New York 7, N. Y.
- *Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
- United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.
- *Witte Engine Works, Kansas City 3, Mo.

ELECTRIC MOTORS

- The Imperial Electric Co., Akron, Ohio.

ELECTROLYSIS ELIMINATION

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE CONTROLS

- Sperry Products, Inc., Hoboken 1, N. J.

ENGINE MANUFACTURERS

- The Buda Co., Harvey, Ill.
- *Caterpillar Tractor Co., Peoria, Ill.
- Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
- Cooper-Bessemer Corp., Mount Vernon, O.
- *Cummins Engine Co., Columbus, Ind.
- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
- Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
- *Fairbanks, Morse & Co., Chicago, Ill.
- *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
- The Lathrop Engine Co., Mystic, Conn.
- Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

- Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

- Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

- Nordberg Mfg. Co., Milwaukee, Wis.

- Oscro Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

- Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.

- *Red Wing Motor Co., Red Wing, Minnesota.

- *R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.

- *Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

- *Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

- Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines

- Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.

- *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

- Nordberg Mfg. Co., Milwaukee, Wis.

ENGINE DEALERS

- *Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.

- *The Edson Corp., 49 D St., South Boston, Mass.

- Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

- Oluf Mikkelsen Co., Inc., 393 Fourth Ave., New York 16, N. Y.

- Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.

- *H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

- *Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

- *Southworth Machine Co., 30 Warren Ave., Portland, Me.

- J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

EXHAUST SILENCERS

- John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

FISHING GEAR

- *Westerbeke Fishing Gear Co., Inc. 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

- Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

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FLOATS

- *New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

- J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FUEL GAUGES

- The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

GENERATORS

- The Imperial Electric Co., Akron, Ohio.

HOISTS

- Harnischfeger Corp., 4652 W. National Ave., Milwaukee 14, Wis.

HOOKS, FISH

- *Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
- *O. Mustad & Son, Oslo, Norway.
- *"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.
- *Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

LORAN

- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS AND NETTING

- W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
- Brownell & Co., Inc., Moodus, Conn.
- *R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
- The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
- *The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
- *New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.
- *Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
- *A. M. Starr Net Co., East Hampton, Conn.

OAKUM

- *George Stratford Oakum Co., 120 Montgomery St., Jersey City 2, N. J.

OIL FILTERS

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.
- Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS

- Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
- *Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
- *Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

OYSTER KNIVES, TONGS

- Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

- "Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass.
- Megary & Co., 16 E. Lexington St., Baltimore 2, Md.
- Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PAINTS

- *Amarco Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
- International Paint Co., Inc., 21 West St., New York, N. Y.
- *Pettit Paint Co., Belleville, N. J.
- Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

- *Columbian Bronze Corp., Freeport, N. Y.
- *Federal Propellers, Grand Rapids, Mich.
- *Hyde Windlass Co., Bath, Me.
- Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

- *The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

- *The Edson Corp., 49 D St., South Boston, Mass.
- Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
- Bludworth Marine, 100 Gold St., New York 7, N. Y.
- Fisher Research Laboratory, Inc., Palo Alto, Calif.
- *Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
- Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
- *Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
- *Submarine Signal Co., 160 State St., Boston, Mass.

RADIO RECEIVERS

- *National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES

Aero-Marine Radio Laboratory, Stonington, Conn.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

Harvey-Wells Electronics, Inc., Southbridge, Mass.

*Hudson American Corp., 25 West 43rd St., New York 18, N. Y.

*Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.

*Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

*Marine Hardware and Supply Co., 390 Atlantic Ave., Boston 10, Mass.

Radiophone Corp., Los Angeles 15, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

RANGES

"Shipmate": Stamford Foundry Co., Stamford, Conn.

Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REFRIGERATION

Baker Ice Machine Co., Inc., South Windham, Me.

REVERSE AND REDUCTION GEARS

*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

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U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

*J. F. Carter Co., Beverly, Mass.

*Hodgman Rubber Co., Framingham, Mass.

H. M. Sawyer & Son Co., East Cambridge, Mass.

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SHIPBUILDERS, BOATYARDS

Avondale Marine Ways, Inc., Westwego, La.

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Camden Shipbuilding & Marine Railway Co., Camden, Me.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

Diesel Engine Sales Co., Inc. St. Augustine, Fla.

Electric Boat Co., Groton, Conn.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

*Luders Marine Construction Co., Stamford, Conn.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Webber's Cove Boat Yard, East Blue Hill, Me.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

Argus Oilless Bearing Co., Philadelphia 44, Pa.

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WHISTLES

*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

John A. Roebbling's Sons Co., Trenton 2, N. J.

*Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

would like to purchase and turn over to Germany. This reverses a previous decision in the Interior Department which originally recommended that these trawlers be purchased from the North Atlantic fleet.

The more recent decision of the Interior Department is in line with the F.A.O. recommendation which was that there is no immediate need for augmenting the German fishing fleet. The F.A.O. believes that there are plenty of fishery products available for Germany which are caught by the Scandinavians and others who fish the Northern waters.

CLAM STUDY—Bill S. 1979, which appropriates \$250,000 for the study of the soft-shell clam and \$250,000 for the study of the hard-shell clam, was signed by the President May 26. The investigation which will be carried out by the Fish and Wildlife Service in cooperation with State Governments, will start July 1, 1948, and last five years. The purpose of the study is to develop recommendations for arresting depletion of existing beds; restoring to production beds now barren; developing new productive areas; improving methods of digging, transplanting and handling; and otherwise increasing production and improving quality. The Fish & Wildlife Service is making plans to establish four points of research, one each in Maine, Massachusetts, Virginia (Chincoteague), and Florida (West Coast).

FIBER SUPPLY—World fiber production will not be up to prewar levels until 1950 and as a result, cordage producers throughout the world will be on a limited production basis for the next two years. This is the opinion of Earl E. Bockstedt, vice-president of Columbian Rope Co., who has just completed a three-months' tour of the Philippines, Netherlands East Indies and India.

According to Mr. Bockstedt, the Dutch East Indies are just beginning to make significant gains in rehabilitation of sisal plantations; the Philippines are restored to about two-thirds of their prewar production level but they are having difficulty in obtaining better grades of abaca; and India, while expecting the 1948 jute crop to be the largest since the war is still not up to the prewar average.

Conditions promise increased supplies of jute and sisal in 1948, but production of better grades of Manila hemp will remain at about the current level, which would normally indicate no significant change in the supply of top quality rope. However, quantities available for the United States will be affected by the SCAP buying program and purchases by the Allied Control Commission for Germany which will require considerable fiber.

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70 ft. long with 9 ft. draft, 120 hp. heavy duty Cooper-Bessemer engine, completely overhauled February, 1948. Boat and gear in perfect condition, now fishing. Will sacrifice for quick sale. Address replies to Box 27, Atlantic Fisherman, Goffstown, N. H.

TUG FOR SALE

75' x 16' all steel steam tug, 14" x 16" engine, Scotch boiler 160 lbs. steam pressure, 110 volt light plant, steam steering gear, all in A-1 condition, can sail any place on Great Lakes.

Hull suitable for Diesel power and towing, also various bronze propellers, 18" to 24" diameter. Reger & Werner Fish Co., E. 9th St., Lorain, Ohio.



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Fishing vessel, sailing schooner type hull, about 50-60 feet. Age no objection if hull sound. Prefer one needing repowering, or will finance repowering and some repairs on partnership basis, present owner to be skipper. Give location, description, name and address and phone number. Write Box 28, Atlantic Fisherman, Goffstown, N. H.

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TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 63' long, 18' beam, powered with Caterpillar Diesel. Built in 1947. Reply P.O. Box 571, Fernandina, Fla.

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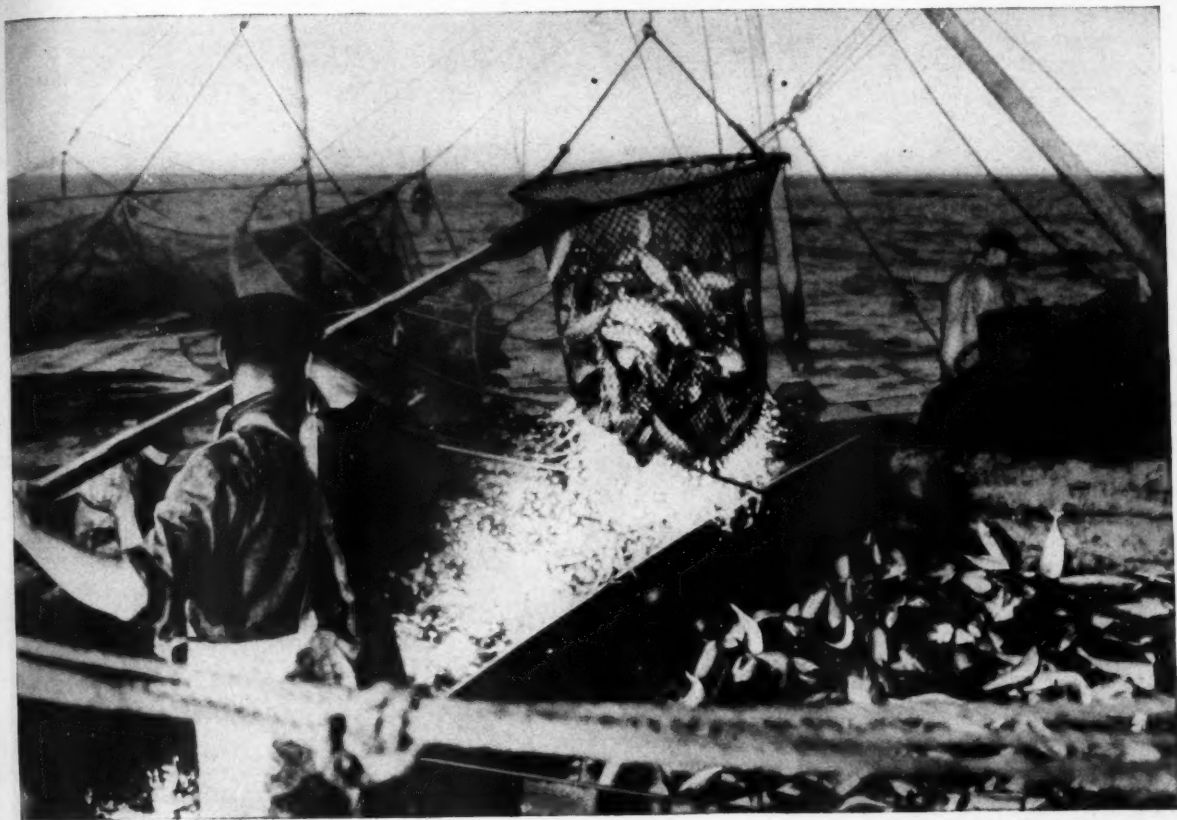
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One 125 hp., 6 cyl. Diesel engine, Cummins, 1944, 32 volt starting system, run 160 hrs., 3:1 reduction, new batteries. Can be bought reasonable. Apply George LeTendre, 16 Porrazzo Rd., P. O. Box 549, Hull, Mass., or call HULL-0284J.

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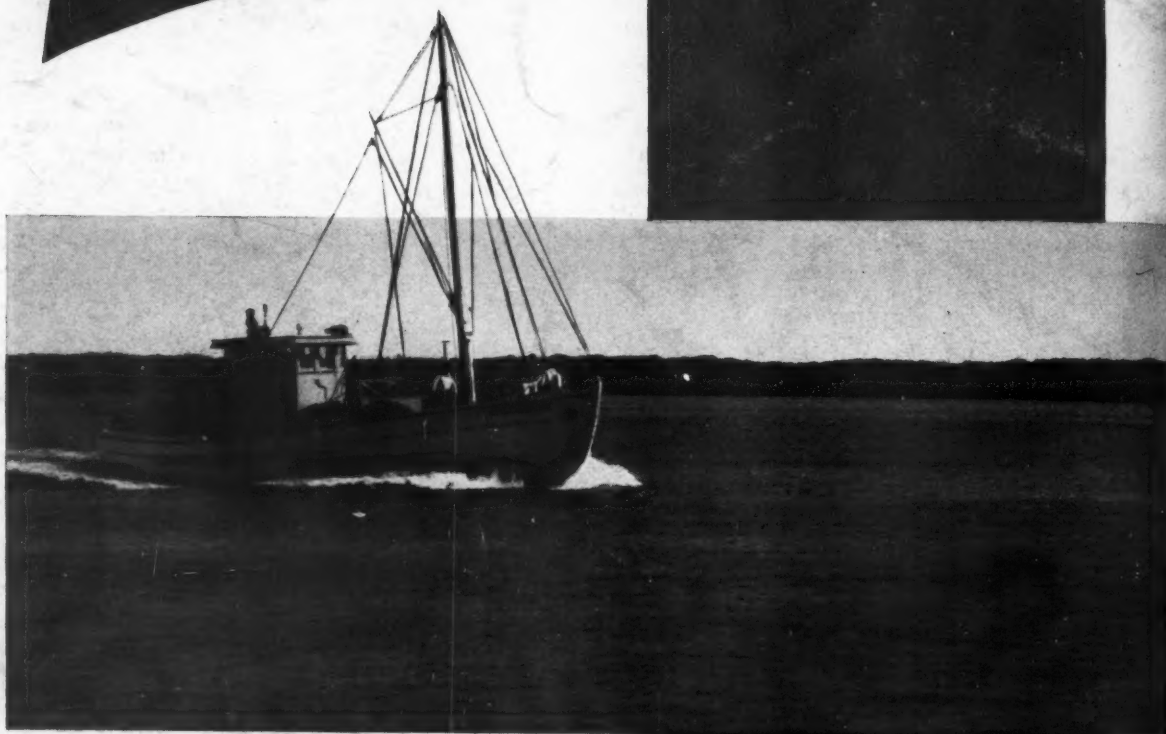
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